

1971 OWNER'S MANUAL

IMPORTANT OPERATING, SAFETY, AND MAINTENANCE INSTRUCTIONS



BUICK

SKYLARK

SKYLARK CUSTOM

G.S.

SPORT WAGON

CLASSIC CAR



FOR MAXIMUM PERFORMANCE AND ECONOMY KEEP YOUR GM CAR ALL GM. SPECIFY GENERAL MOTORS PARTS IDENTIFIED BY ONE OF THESE TRADE-MARKS:



A WORD TO BUICK OWNERS....

This manual has been prepared to acquaint you with the operation and maintenance of your 1971 Buick, and to provide important safety information. We urge you to read it carefully and follow the recommendations contained to help assure the most enjoyable and trouble-free operation of your vehicle.

When it comes to service, remember that your Buick dealer knows your vehicle best and is interested in your complete satisfaction.

Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Buick Motor Division maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 9 of this manual under the heading, "Owner Relations".

Regarding warranty, your Buick, when purchased new is covered by the Buick New Vehicle Warranty and the Policy on Buick Owner Service. Complete details will be found in the 1971 Buick New Vehicle Warranty and Policy On Owner Service folder which was given to you by your dealer at the time of new car delivery.

We would like to take this opportunity to thank you for choosing a Buick product -- and assure you of our continuing interest in your motoring pleasure and satisfaction.

1971 BUICK OWNER'S MANUAL

BUICK MOTOR DIVISION
GENERAL MOTORS CORPORATION
FLINT, MICHIGAN 48550

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

TABLE OF CONTENTS

SECTION		PAGE
1	Before Driving Your Buick	3
2	Starting and Operating	12
3	Safety Checks	37
4	In Case of Emergency	42
5	Appearance Care	46
6	Service and Maintenance	50
7	Air Pollution Control Systems	62
8	Maintenance Schedule	68
9	Specification, Owner Relations, Service Manuals, Index, Gas Station Information	70



CLASSIC CAR ARCHIVE

BEFORE DRIVING YOUR BUICK

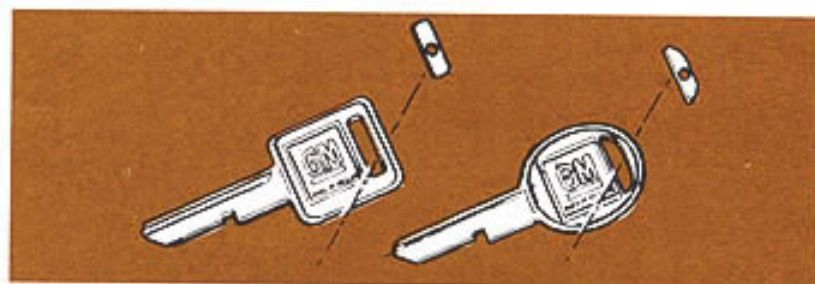
BREAK-IN PERIOD

The precision manufacture of your new Buick has eliminated need for tedious low speed driving during the break-in period. However, it is advantageous to the life of all close-fitting parts to limit speed to a maximum of 65 miles per hour during the first 100 miles with moderate stopping and starting. After the first 100 miles, speeds may be increased gradually as mileage accumulates, but up to 500 miles avoid driving for extended periods at any one speed. Varying the speed and including some higher speeds within the limits of the law, promotes longer life of parts and better economy of oil and gasoline. Never subject your car to full throttle acceleration or high speed until the engine is thoroughly warm.

KEYS

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- Key with square head (stamped "A") -- for ignition switch, door locks, and Sportwagon tailgate.
- Key with oval head (stamped "B") -- for all other locks.



The code number of each key is stamped on the "knock out" plug in the key head. Your Buick dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. For your protection:

- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, NOT IN THE CAR.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box or console compartments and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

DOOR LOCKS

- Lock doors from inside by depressing passenger guard door lock buttons
- Lock doors from outside by first depressing door lock button, then pushing on outside door release while closing door.
or
- Lock door using key

ELECTRIC DOOR LOCK OPTION

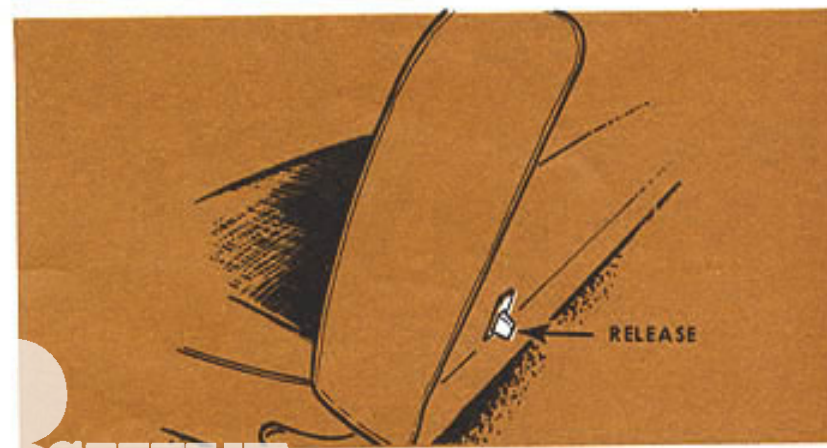
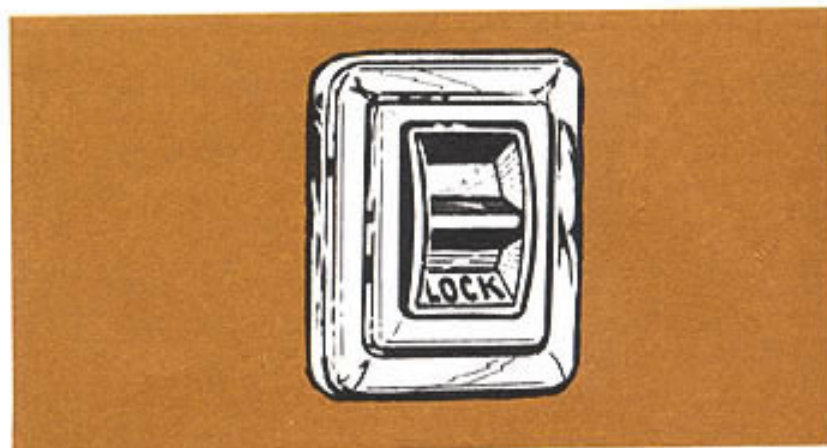
- Lock all doors by pushing lock switch toward "LOCK" or in the conventional manner.
- Unlock with key or by pushing switch away from "LOCK"

REMINDER: Always lock the doors when driving, for greater security in the event of an accident and for security against unauthorized entries.

SEATS

SEAT BACK LOCKS

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.



MANUALLY ADJUSTED SEATS

The front seat can be moved forward or rearward by moving the control lever on the driver's side of the seat forward and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.

CAUTION: Do not adjust a manually operated driver's seat while the car is moving -- the seat could move unexpectedly, causing loss of control.

POWER ADJUSTED SEATS

Move the seat in the direction desired by light finger pressure on the seat switch in the corresponding direction. When the switch is released the seat is locked into position.

POWER WINDOWS

Buick power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" or "accessory" position.

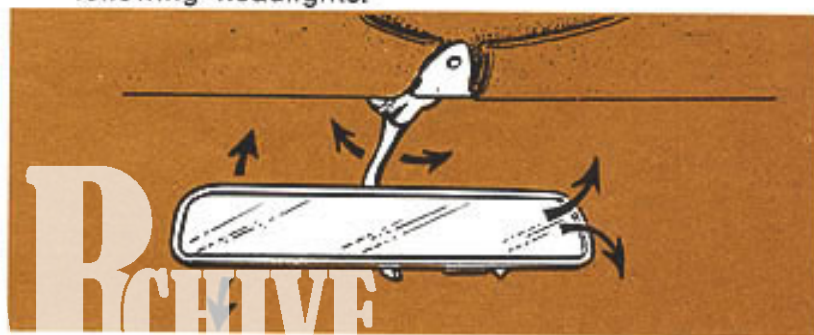
Reminder: Remove the ignition key when the vehicle is not attended by a responsible person. A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

CAUTION: The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop. Larger items may also reduce vision to the rear.

REMINDER: While the car is being driven, avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

INSIDE REARVIEW MIRRORS

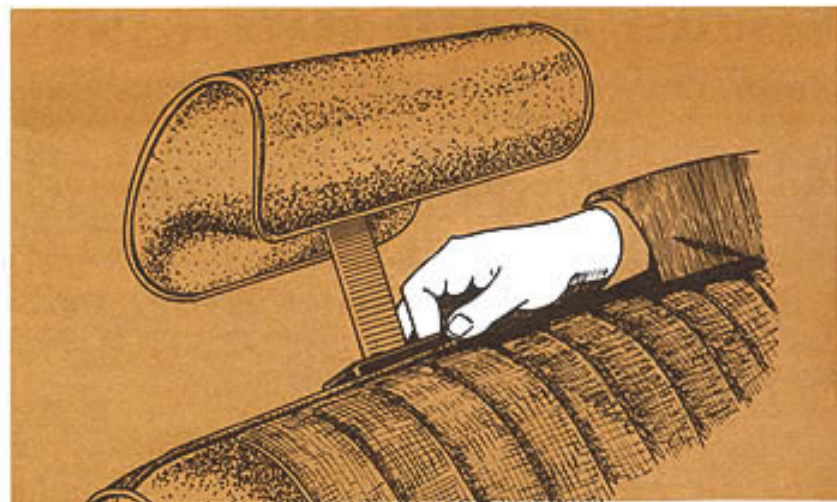
- Inside mirror has day/night control to change reflectivity.
- Switch mirror to night position to reduce glare from following headlights.



- To raise or lower, grasp mirror and exert sufficient pressure by pushing or pulling to move mirror support rod toward or away from windshield, and up or down. The upper ball joint, where the support rod meets the roof, and the knee at the lower end of the rod work together to permit setting the mirror at a variety of heights.

HEAD RESTRAINTS

- Head restraints are designed to help reduce injuries due to "whiplash".
- Select the position - up or down - which places the top of the head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel the spring latch seat in the detent position.
- To lower, release latch at base of supporting rod and push down on restraint.
- Do not operate vehicle with head restraints removed.
- Head restraint will help protect rear seat passengers by shielding head restraint mounting hardware on front seat back from impact by rear seat passengers.



LAP BELTS

After the front seat has been adjusted to the satisfaction of the driver, sit erect and well back in the seat, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the

lap as LOW ON THE HIPS AS POSSIBLE. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and, to reduce the risk of sliding under the belt, adjust it to a SNUG FIT by pulling on the end of the belt extending from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision will be spread over the strong hip bone structure and not across the soft abdominal area which could result in serious injury. For retractor-equipped belts, pull the retractor half of the belt out to a solid stop to make sure the belt webbing is completely unwound from the retractor; then connect the belt and make the necessary adjustments at the buckle for proper fit. To lengthen a lap belt, place the buckle at right angles to the belt webbing. The belt will then slide easily through the buckle. To unfasten the lap belt, simply depress the push button located in the center of the buckle.

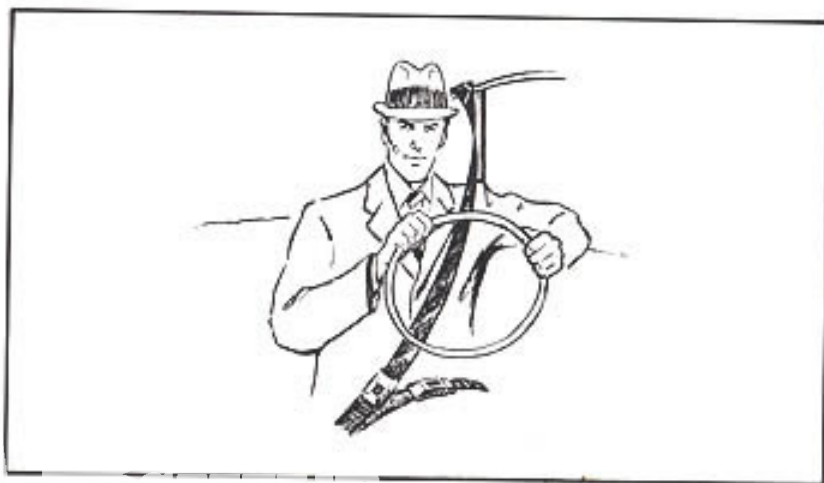
Automatic-locking lap belt retractors are provided for the added convenience of the driver and outboard front seat passenger as an extra cost option. The automatic-locking retractors adjust and lock the lap belt into position automatically after fastening.

To fasten a lap belt equipped with an automatic-locking retractor, pull the webbing across the lap far enough to permit inserting the flat metal "eye" end into the buckle. If the webbing is not initially pulled out far enough to permit buckling, release the webbing, allowing it to rewind in the retractor and release the locking mechanism, so

the webbing can be pulled out to the proper length. Once the buckle is fastened, pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

CAUTION: *Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the belt system; (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; or (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.*

SHOULDER BELTS



When properly worn with a lap belt, a shoulder belt can provide additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which are the most frequent type of accident.

CAUTION: *The use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt could substantially increase the danger of neck injury in a collision. To avoid improper force distribution, the shoulder belt should not be worn under the arm.*

Shoulder belts are fastened and unfastened in the same manner as lap belts. A shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

CAUTION: *Shoulder belts should be attached only to belt ends inboard of the occupant (toward center of car). Serious injury could result in an accident if the shoulder belt is attached to the outboard belt end. Wearing a shoulder belt without a lap belt could be extremely hazardous to the wearer in case of an accident. The driver's shoulder belt should be adjusted so the driver can reach essential operating controls without undue restraint.*

When not in use, shoulder belts should be secured in the special storage convenience provision, to reduce the danger of the metal end striking an occupant in a sudden stop. When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

Passengers in the rear seat of a convertible must remove any shoulder belts BEFORE the top is lowered. Rear shoulder belts require readjustment after the top has been either lowered or raised.

SEAT BELT INSPECTION AND CARE

- Keep sharp edges and damaging objects away from belts.
- Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system.
- Have questionable parts replaced.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight to the floor.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

CHILD RESTRAINT

Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. General Motors has designed an "INFANT SAFETY CARRIER" specifically for infants and a "CHILD SAFETY SEAT" specifically for small children, which are available from your Buick dealer. The Carrier and Child Seat are designed to utilize lap belts in your 1971 Buick.



The General Motors Infant Safety Carrier and the Child Safety Seat must be used only in passenger vehicle seats equipped with lap belts. They must be used only on front or rear seats which do not fold or on folding seats equipped with a latch to hold the seat back upright (Standard on 1967 and later model GM passenger vehicles). In using either Carrier or Child Seat, read and comply with all installations and usage instructions. Do not place more than one child at a time in the Carrier or Child Seat. The Carrier is designed for use only with infants weighing up to 20 pounds. The Child Seat is designed for use only by children weighing up to 30 pounds and who are able to sit up by themselves. All unused seat belts near the Carrier or Child Seat should be stowed properly to help prevent them from striking the child in the event of a sudden stop or collision. Shoulder belts should be stowed in any special storage convenience provision provided.

Lap belts and shoulder belts without storage provisions should have buckles latched and belts adjusted to remove slack.

CARS NOT EQUIPPED WITH SPECIAL CHILD RESTRAINTS

If a child is traveling in a vehicle not equipped with a General Motors Infant Safety carrier or Child Safety Seat, the following precautions should be taken:

- (1) Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.

- (2) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
- (3) When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The cushion should be as firm as practical and just high enough to enable the child to look horizontally out of the car windows.
- (4) The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
- (5) Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.
- (6) General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.



TRAILER HAULING

Since Passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Buick depends on what special equipment has been installed on your car. Buick Motor Division does not recommend towing any trailer unless the car is properly equipped. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Buick is available from your Buick Dealer or by writing Buick Motor Division, Owner Relations Dept., Flint, Mich. 48550.

Usage of bumper hitches is not recommended; however, rental installations may be made if in accord with proper installation and usage instructions of a reputable trailer rental agency. Axle-mounted hitches should not be used.

To assist in attaining good handling of the car-trailer combination, it is important that the tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighting separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the "standard" inflation pressures shown on the placard affixed to the glove box door. The allowable passenger and cargo load, also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

MAINTENANCE

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 12,000 miles,
- Engine oil each 60 days or 3,000 miles, whichever occurs first,
- Positive crankcase ventilation valve each 12 months or 12,000 miles, whichever occurs first.

BREAK-IN SCHEDULE

In addition to the new car break-in instructions in this manual, it is recommended that your new Buick be operated for 500 miles before trailer towing. If it is

necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

-
- CAUTIONS:**
- (1) *A frame mounted load equalizing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.*
 - (2) *Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.*
 - (3) *Trailer brakes are required on trailers over 1,000 lbs. loaded weight.*
 - (4) *Do not tap into the car's hydraulic brake system to couple with a trailer hydraulic brake system. Master cylinder fluid capacity may not be sufficient to operate both car and trailer brakes.*
 - (5) *Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.*
-

STARTING and OPERATING

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. If you notice a change in the sound of the exhaust system, if exhaust fumes are smelled or detected in any other way inside the vehicle, or if exhaust system or the underside or rear of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing or mispositioned parts, open seams, holes, or loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Dust or water in the trunk may be an indication of a problem in one of these areas.

To allow proper operation of ventilation system, remember to keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

It is recommended that the vehicle be inspected as outlined above each time the vehicle is raised for lubrication or oil change. If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open. Use genuine GM parts recommended for your vehicle, or equivalent. (See also exhaust system check in the Safety Checks section of this manual.)

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in and UNCONFINED area with the engine running for any more than a short period, the following precaution should be observed:

Adjust heating or cooling system to force outside air into car with blower set at medium or high speed, and controls set in any position except "RECIRC." or "OFF".

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

Close all windows

Adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except "RECIRC." or "OFF".

On cars equipped with outside air vents in or under instrument panel, open vents fully.

STEERING COLUMN CONTROLS

ANTI-THEFT STEERING COLUMN LOCK

The anti-theft lock, located on the right side of the steering column, has five positions:

- Accessory -- Permits operation of electrical accessories when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- Lock -- Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to "lock" position and removed until transmission is placed in "Park". (automatic transmissions) or in reverse on manual transmission models.
- Off -- Permits turning engine off without locking steering wheel and shift controls.
- Run -- Normal operating position.
- Start -- Permits engagement of starter.

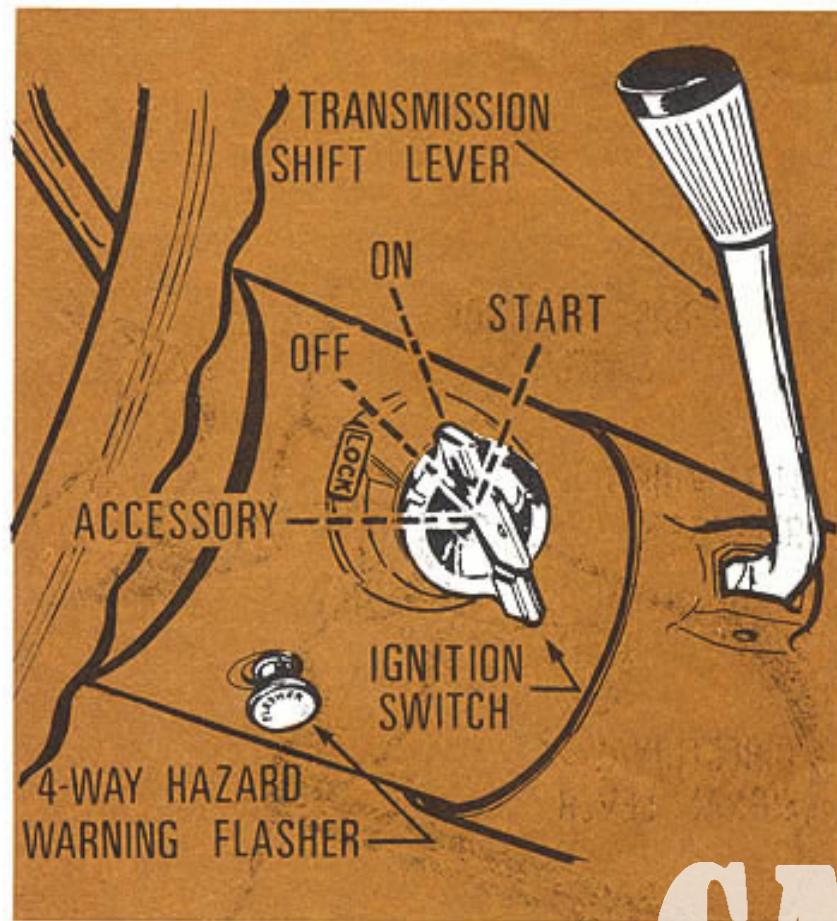
NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.

When parking —

- Always let go of steering wheel before turning ignition key to lock position.

- When parking on a hill with wheels turned toward curb, be sure car has come to complete stop before turning key to lock position.





Turning wheels after car has stopped "winds up" steering system, which can result in a "spring back" of the steering wheel when the steering column lock is released. As a further precaution, never reach through the steering wheel for any reason.

When leaving your car unattended,

- Set parking brake.
- Place automatic transmission selector in Park. (Reverse for manual transmission)
- Turn key to LOCK position.
- Remove key (the buzzer will remind you).
- Lock all doors.

STARTING THE ENGINE

AUTOMATIC TRANSMISSION MODELS

1. Apply the foot brake.
2. Place transmission selector in "Park" or "N" ("Park" preferred). A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)
3. Depress accelerator pedal and activate starter as outlined below for different conditions.

- Cold Engine -- Fully depress accelerator pedal and slowly release. With foot off the pedal, crank the engine by turning the ignition key to the Start position -- release when engine starts.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

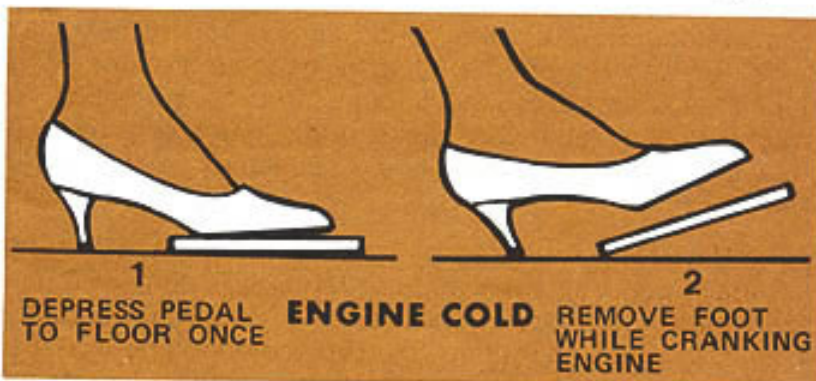
- Warm Engine -- Depress accelerator pedal about halfway and hold while cranking the engine.

Extremely Cold Weather (Below 0°F.) Or After Car Has Been Standing Idle Several Days -- Fully depress and release accelerator pedal two or three times before cranking the engine. With foot off the accelerator pedal, crank the engine by turning the key to the Start position and release when engine starts.

STARTING THE ENGINE - MANUAL TRANSMISSION MODELS

1. Apply the parking brake.
2. Hold clutch pedal to the floor throughout the starting procedure. A starter interlock prevents starter operation when the clutch is not fully depressed. (Select the proper gear position before releasing the clutch pedal).

3. Operate accelerator pedal and starter as outlined in step 3 (under Automatic Transmission Models).



NOTE: To prolong battery life, turn off switches for headlamps, radio, heater fan and other unnecessary electrical loads prior to starting the engine in colder weather. Leave accessories off until the engine is running smoothly.

STARTING HINTS

FLOODING

In low temperature starting, if the engine fails to run after a first or second attempt it may become flooded—too much fuel may have been supplied during cranking. To deactivate the automatic choke and clear the engine of any excess fuel, fully depress the accelerator pedal *while* cranking to start.

HOT STARTING

Starting a car with a hot engine requires sufficient Energizer (battery) capacity. Make certain your Buick's Energizer is in good condition. If a replacement Energizer is purchased it should have at least the capacity rating of the original equipment unit.

COLD WEATHER STARTING

Too heavy an engine oil in cold weather or an out-of-tune engine can cause hard starting. Follow the viscosity recommendations in this manual. Tune-up specifications can be found under "Specifications".

AUTOMATIC TRANSMISSIONS

On Buicks equipped with steering column shift, the transmission shift control lever must be raised slightly before placing it in PARK, Low (L), or Reverse (R).

On Buicks equipped with console shifts, the shifting lever handle must be depressed to move the lever into these ranges.



"PARK"—This position is to be used in conjunction with the foot-operated "Step-On" parking brake. This position must never be used when the car is in motion. Park is one of only two positions (the other is neutral) in which your Buick may be started.

"R" (REVERSE)—For backing. Bring car to complete stop before shifting into this range.

"N" (NEUTRAL)—This position must be used if towing the car, and can be used when starting the engine.

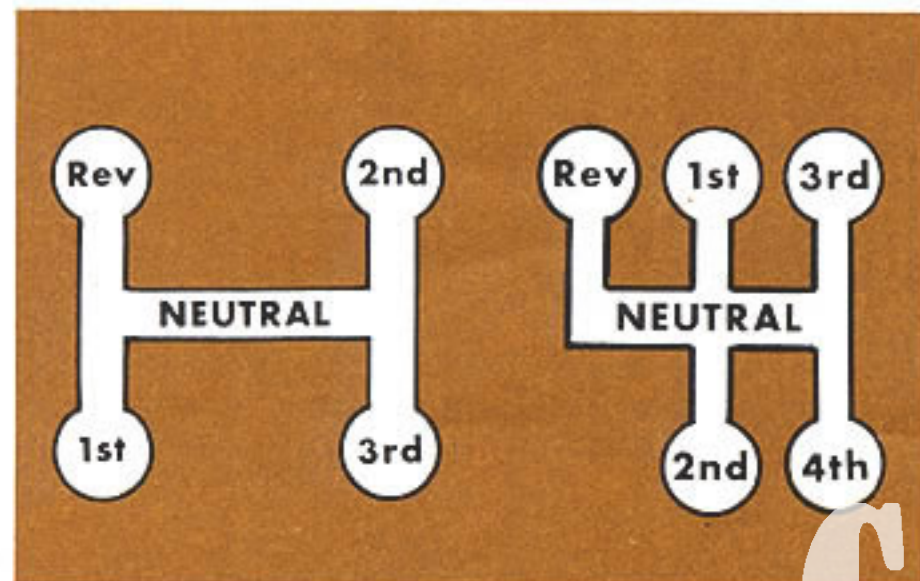
"D" (DRIVE)—For all normal forward driving. This range allows for the acceleration and cruising adequate for all but the most crucial driving situations. If additional speed should be required for passing, press the accelerator pedal hard to the floor. The resultant action will give you instantaneous acceleration when you need it most.

"L"—This position may be selected when traveling down a moderate grade where slight braking action is desired without brake application. Return the selector lever to the drive position for resumption of normal driving.

"L"—This position may be selected for maximum braking down severe grades. The transmission selector lever must be placed into Drive range before the transmission will again upshift into direct drive.

MANUAL TRANSMISSIONS

3-SPEED & 4-SPEED



The three and four speed transmissions are shifted through the standard "H" pattern as shown in the illustration. Before shifting into any gear, depress the clutch pedal and then shift into the desired gear. In first and reverse gears, release the clutch pedal slowly while simultaneously depressing the accelerator pedal. In second and third and fourth gears, release the clutch a little faster. This reduces the wear on the clutch and provides smoother operation.

DO'S AND DON'TS

Do shift gears at moderate rate to allow time for transmission synchronizers to coordinate. "Speed Shifting" is harmful to transmission parts.

Do shut off engine and apply parking brake before leaving car.

Do start car only in neutral.

Do use second gear at slow speeds, (less than 30 miles per hour) when driving in "stop and go" traffic, for improved vehicle performance during acceleration and when descending steep hills.

Don't use second or third gear to accelerate from a stop.

Don't rest foot on clutch pedal while driving.

Don't coast in neutral.

REMINDER: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

COLD WEATHER NOTE

Engine and transmission oils do not flow as freely in cold weather, so after the engine is started, let it idle for a minute or two before starting out. It's much easier on both engine and transmission.

TURN SIGNAL AND LANE CHANGER



When turn signal lever is moved, lights on the front and rear of car flash to alert other motorists and pedestrians of your intentions. Green arrows below the speedometer also flash to indicate proper operation of the outside lights.

If the indicator arrow remains on and does not flash, check for a defective signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

LANE CHANGE

Move turn signal lever to detent - down for left lane change, up for right. Hold lever in position until lane change is completed - release lever.

FULL TURN

Move lever to stop - down for left turn, up for right. Lever remains in position until turn is completed.

CORNERING LIGHTS

Cornering lights (optional equipment) operate automatically (with headlights on) from the turn signal lever when the lever is moved to indicate a turn. Light comes on in the direction of the turn and remains on steadily until the turn is completed.

POWER STEERING

Power steering assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering drive belt breaks, the car can still be steered, but much greater steering effort will be required.

TILT STEERING WHEEL OPTION

Pull release lever and move steering wheel up or down to place it in the most comfortable and advantageous driving position.

CRUISE CONTROL

To Engage — Accelerate your Buick to the desired speed

NOTE: Lowest speed at which the system should be used is 40 miles per hour.

Depress the engagement switch button (located at the end of the directional signal lever) to the detent and release slowly. The cruise system is now engaged as shown by the lighted cruise light.

To Disengage — Apply the brake pedal

or

Depress engagement button while decelerating car to 25 MPH.

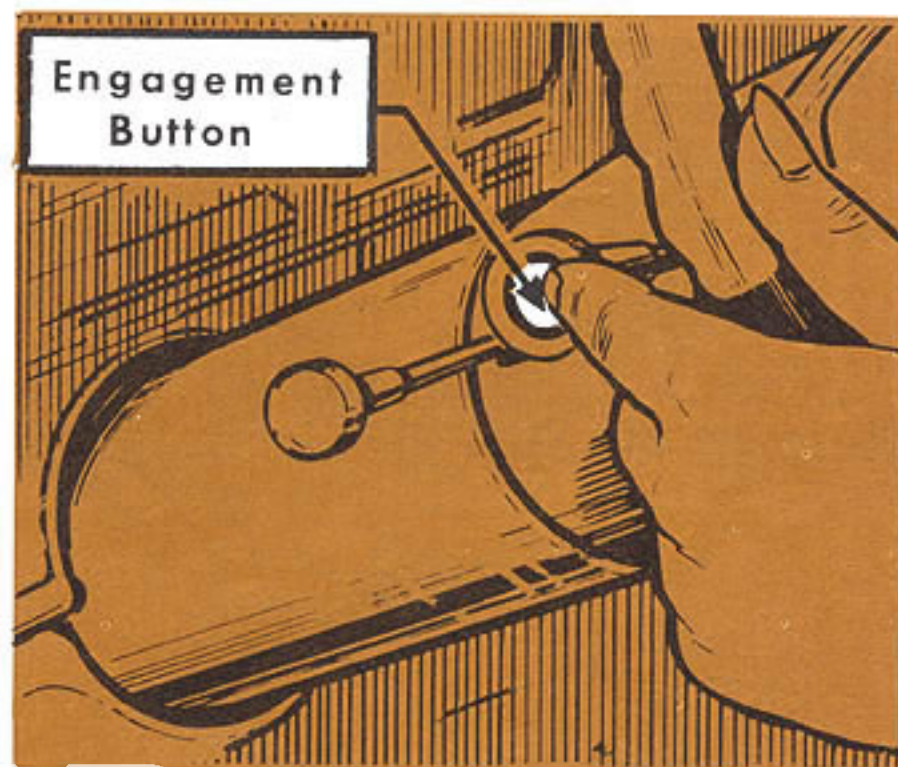
or

Turn off the ignition switch.

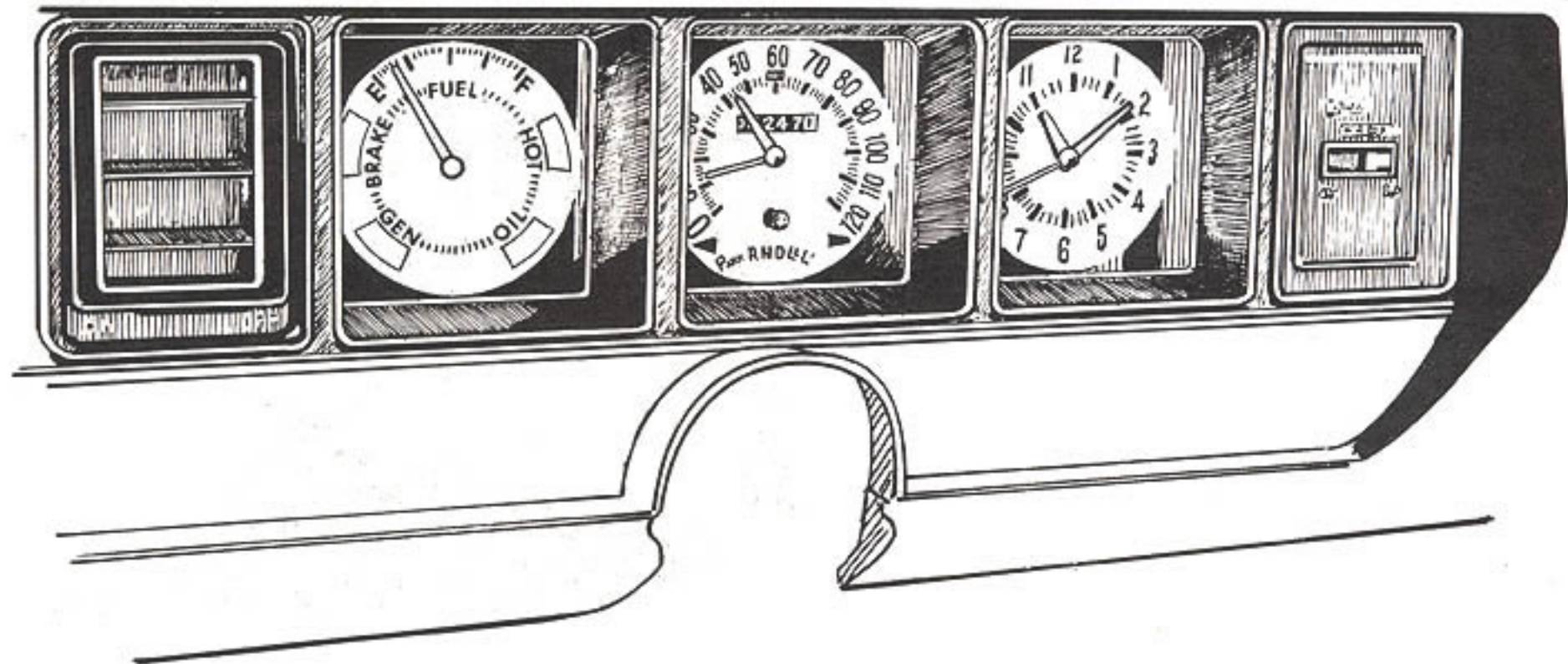
To Reset at a Faster Car Speed — Accelerate car to the desired higher speed. Depress the engagement button past the detent to the stop and release slowly.

To Reset at a Slower Car Speed — Depress the engagement switch button fully and HOLD. Allow car to decelerate. When car reaches the desired speed, release the engagement switch button slowly.

CAUTION: With the Cruise Control engaged, releasing the accelerator pedal does not permit engine speed to return to idle. Do not use the Cruise Control when conditions do not warrant maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads.



INSTRUMENT PANEL



FUEL GAUGE

Operates only with the ignition switch on to indicate the approximate fuel level in the tank.

OPTIONAL INSTRUMENT GAUGES

Optional gauges indicate oil pressure and coolant temperature by the gauge needle positions when the ignition switch is on.

GENERATOR LIGHT

This light glows when the ignition switch is turned on, but goes off when the engine starts. If it doesn't have your Buick dealer check the charging system or light bulbs.

If the "Gen" light ever goes on with the engine running (even at idle) the charging system should be checked as soon as possible to prevent the Energizer from becoming discharged.

OIL LIGHT

This light glows when the ignition switch is turned on, but goes off when the engine is started. If the light glows while driving, the engine should be stopped immediately and the oil level checked.

TEMPERATURE LIGHT

When the engine coolant becomes excessively hot, this red light glows. To check operation of the light bulb,

make certain the light goes on while the engine is cranking. If the red light goes on at any other time, the cause should be determined as soon as possible.

NOTE: *The engine should not be idled with the transmission in Drive position longer than 10 minutes. When conditions require the engine to be idled for a long time, the transmission should be shifted to Park position.*

BRAKE SYSTEM WARNING LIGHT

The service brake system is designed so that half of the brake system will provide some braking action in the event of a hydraulic leak in the other half of the system. If the warning light located adjacent to the fuel gauge glows when the ignition is on and after the brakes have been firmly applied it may indicate that there is a malfunction in one half of the brake hydraulic system. (On cars equipped with drum brakes, the light will go out when foot is removed from brake pedal.)

- As a check on bulb condition the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake).
- Have system repaired if light does not come on during check.

- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

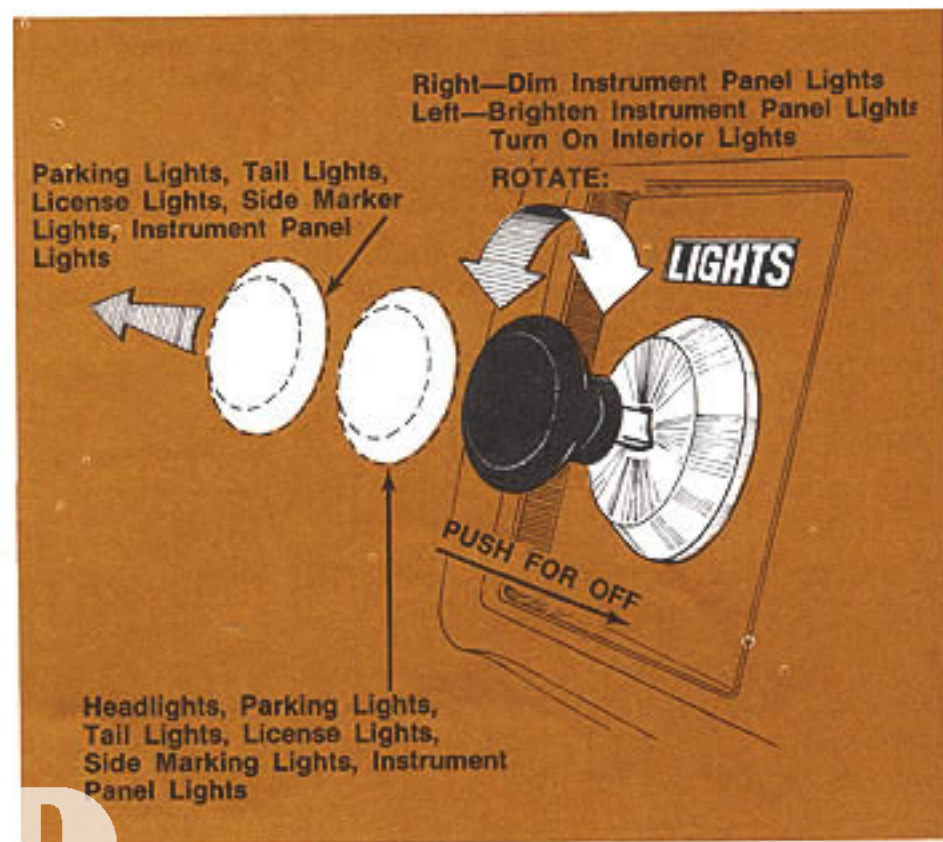
If the light glows red:

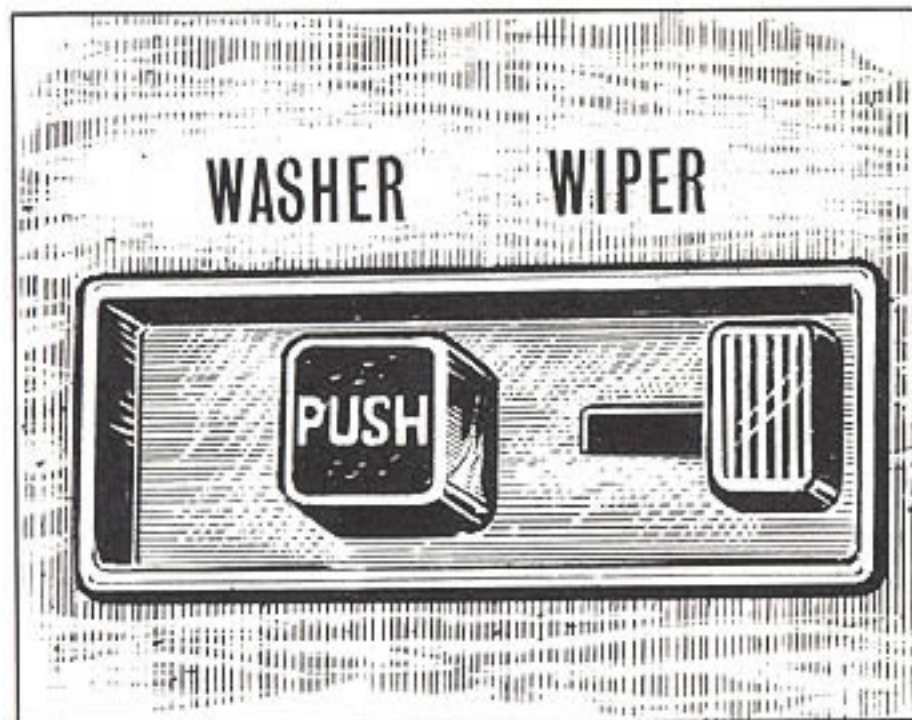
- The parking brake is not fully released or,
- The service brake system is partially inoperative

What to do:

1. Check that the parking brake is released.
2. Pull off the road and stop, carefully - remembering that:
 - Stopping distances may be greater.
 - Greater pedal effort may be required.
 - Pedal travel may be greater.
3. Try out brake operation by starting and stopping on road shoulder - then:
 - If you judge such operation to be safe, proceed cautiously at reduced speed to nearest dealer for repair.
 - Have car towed to dealer for repair.
 - Continued operation of the car in this condition is dangerous.

HEADLIGHTS





NOTE: Operate washer occasionally to maintain pump prime.

- Check washer fluid level regularly - do it frequently when the weather is bad.
- Use GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.

- In cold weather, warm the windshield with defrosters before using washer - to help prevent icing that may seriously obscure vision.

WINDSHIELD DEFROSTING & DEFOGGING

- Clear snow and ice from hood and air inlet in front or windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Operate blower on "HIGH" for a few seconds before moving the vehicle, to clear the intake ducts of snow.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.

REAR WINDOW DEFOGGER

This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.

VENTILATION

The 1971 Buicks have varied systems of passenger compartment fresh air ventilation; door ventipane, instrument panel, lower cowl, or ventilation integral with the air conditioner; depending on the model or installed options. Your Buick will have one or a combination of these.



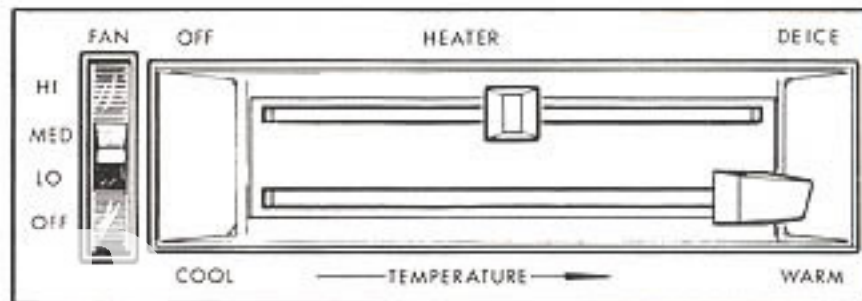
Buicks equipped with door ventipanes will have a cowl vent push-pull knob under each extremity of the instrument panel. Opening the door ventipanes will help increase air flow through the cowl vents.

Some models have an additional knob above the cowl vent knobs to control ventilation air flow through the instrument panel outlets. A further option is a blower system for the upper ventilation to increase air flow in slow city traffic or when idling. The blowers are controlled by a high-low vent switch located on the instrument panel above the radio.

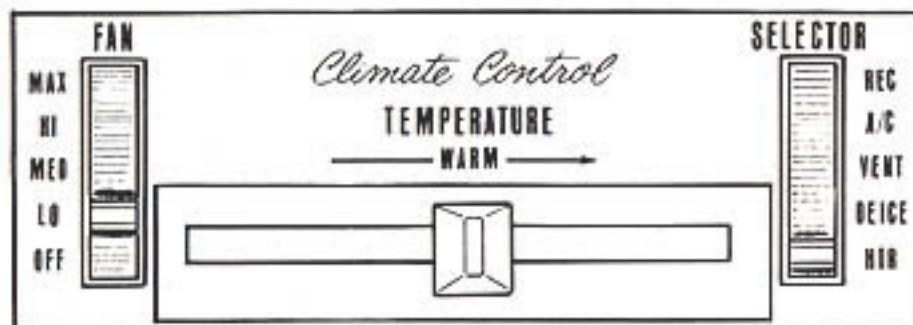
See Engine Exhaust Gas Caution at the beginning of this Section.

HEATER AND DEFROSTER OPERATION

1. Position upper lever:
 "HEATER"—For passenger compartment heat—outside air is introduced and directed through the floor heater outlets.
 "DEICE"—For windshield defrosting or deicing—Outside air is introduced and directed through the windshield defroster outlets.
2. Move "TEMPERATURE" lever to the right to warm the incoming air. The farther to the right it is moved, the warmer the air.
3. Turn on the "FAN" switch to increase air flow through the outlets. One of three blower speeds may be selected.



CLIMATE CONTROL OPERATION



1. Position "SELECTOR" switch as desired:

"REC"—For maximum cooling—Outside air is cooled and directed through the air conditioner outlets in the instrument panel. Also, a major portion of the already cooled air in the car is recirculated through the air conditioner for additional cooling.

"A/C"—For normal cooling—Outside air only is cooled and directed through the air conditioner outlets.

"VENT"—For fresh air ventilation—Outside air is directed through the air conditioner outlets. This air is not cooled by the air conditioner, although it can be warmed, if desired, by following Step 2.

There is no lower cowl ventilation on air conditioner-equipped cars.

"DEICE"—For windshield defrosting or deicing—Outside air is introduced and directed through the windshield defroster outlets. See Step 2 for heating the air.

"HTR"—For passenger compartment heat—Outside air is introduced through the floor heater outlets. See Step 2 for heating the air.

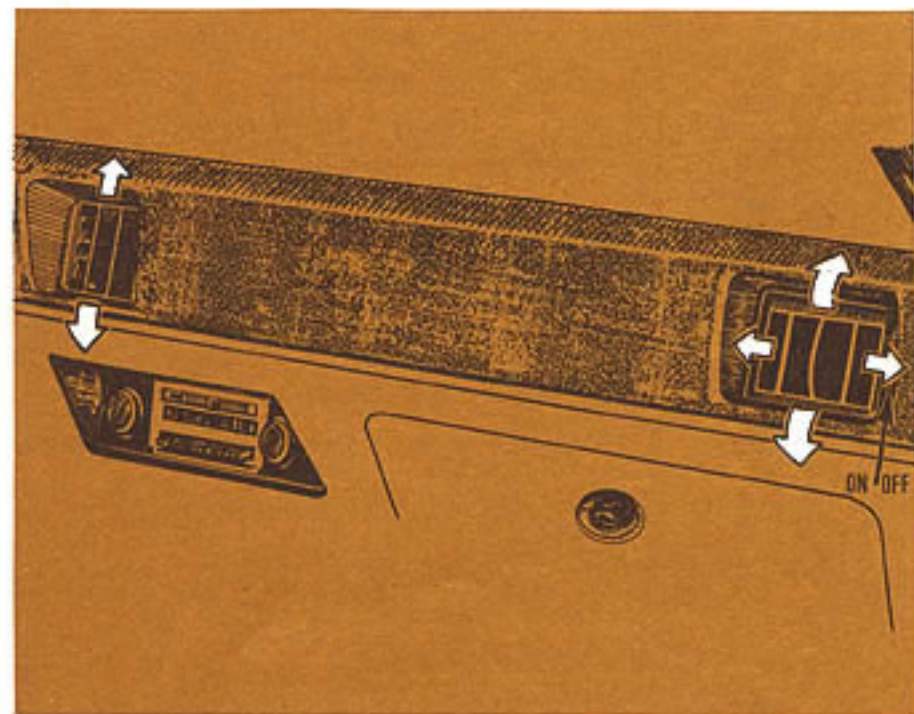
2. Move "TEMPERATURE" lever to the right to warm the incoming air. The farther to the right it is moved, the warmer the air.
3. Turn on the "FAN" switch. One of four blower speeds may be selected.

NOTE: The air conditioner removes humidity from the air in the passenger compartment. Thus on cool, humid days you may wish to use a blend of heated and air conditioned air. This can be done by positioning the SELECTOR switch to REC or A/C and moving the TEMPERATURE lever towards WARM.

CAUTION: Operate in either "REC" or "A/C" position for 30 seconds before switching to DE-ICE. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

ADJUSTMENT OF AIR CONDITIONER OUTLETS

Direct air flow for most comfort—



Center Outlet - vertical adjustment—shut off air by rotating vanes to extreme upward position

Side Outlets - both vertical & horizontal adjustment—reduce, increase or shut off air flow by rotating on-off control

SUGGESTIONS FOR AIR CONDITIONER OPERATION

- For maximum cooling close all windows & open air conditioner outlets
- After parking in sun open windows for short period to expell hot air
- To increase rear seat cooling, direct center outlets straight back & reduce air flow out of front, side outlets

CARE OF THE BUICK CLIMATE CONTROL

- Have Buick dealer check Climate Control operation every Spring
- If parked for length of time with air conditioner operating, place transmission shift lever in "Park" or "N" to avoid engine overheating

NOTE: *Your Buick Climate Control dehumidifies as it cools. Therefore, don't be alarmed about water dripping from underneath your Buick when your Air Conditioner is on or has just been shut off. It is probably coming from the Air Conditioner drain hose.*

RADIOS

SONOMATIC RADIO

PRESELECTING STATIONS

To preselect your five favorite stations, proceed as follows:

1. Turn on radio.
2. Pull out pushbutton until it stops.
3. Manually tune to desired station.
4. Fully depress pushbutton.

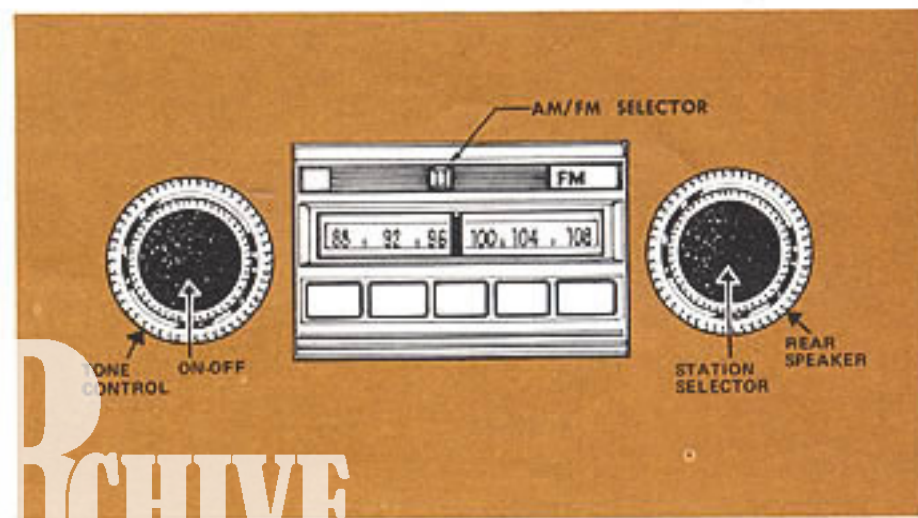
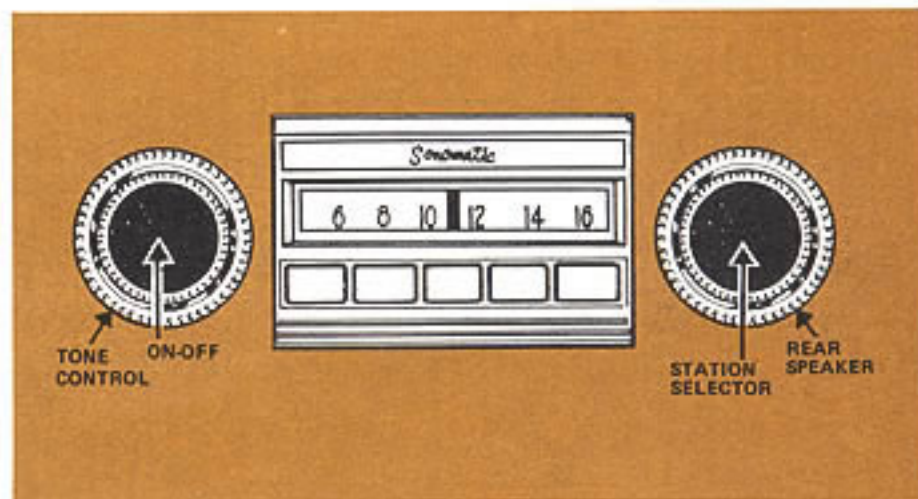
SUGGESTION:

If the program sounds shrill or distorted, a correction can generally be effected by adjusting the tuning knob slightly. Tune set so that the low tones are heard best since low tones are more affected by tuning than high tones.

AM-FM RADIO

This optional radio offers both AM and FM reception. Although FM broadcasting has the advantage of relative freedom from static and a greater fidelity of tone, reception limitations should be recognized. Reception is normally limited to 25 miles from the stations. Large objects such as hills or buildings can reflect or cancel signals.

In fringe areas where FM reception is weak, station sound may flutter or vary up and down, and static from passing cars may be picked up by your FM radio. When this situation is encountered, it is suggested that you retune your radio to a stronger station.



To set the radio for AM or FM reception, move the AM-FM selector bar to either the right or left. The five pushbuttons may be set for either AM or FM stations. See method of preselecting these stations under Sonomatic Radio.

STEREO TAPE PLAYER

The Buick Stereo Tape Unit uses the readily available standard eight track stereo tape cartridge. The Stereo Tape Unit is turned on by inserting a cartridge through the tape door with label side up and open end first. It is turned off by withdrawing the cartridge part way. A pilot light on the unit indicates when the player is in operation. The radio need not be turned on—if it is on when the stereo tape cartridge is engaged, the radio will turn off automatically.

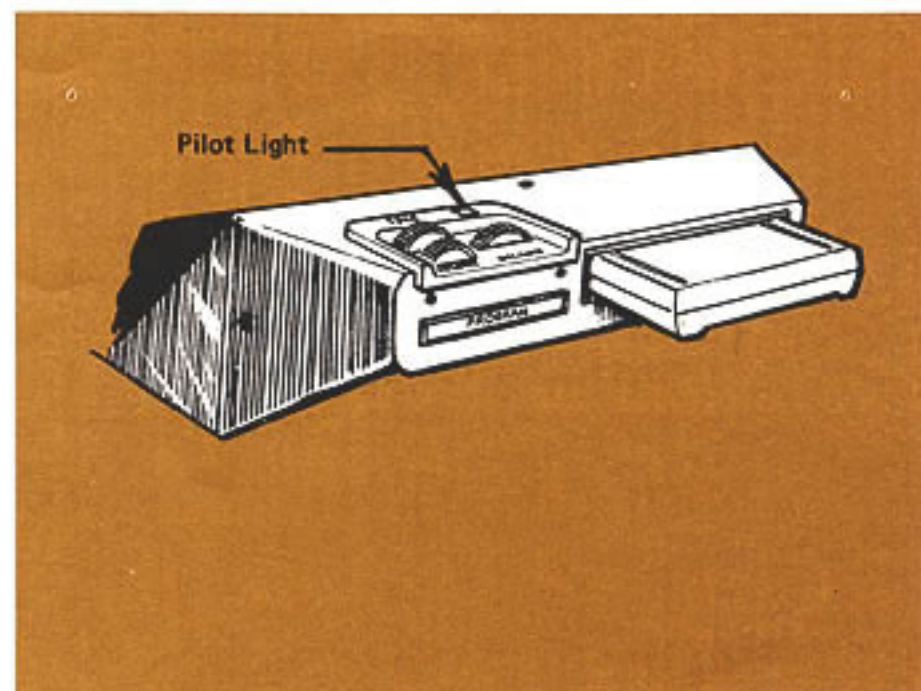
CONTROLS

Program—Depressing the "Program" bar selects one of the four programs. However, transfer of programs is automatic as the tape is played.

Balance—Turning this control regulates the volume level of the individual speakers - increasing one and decreasing the other.

Volume—Turning this control regulates the volume of both speakers.

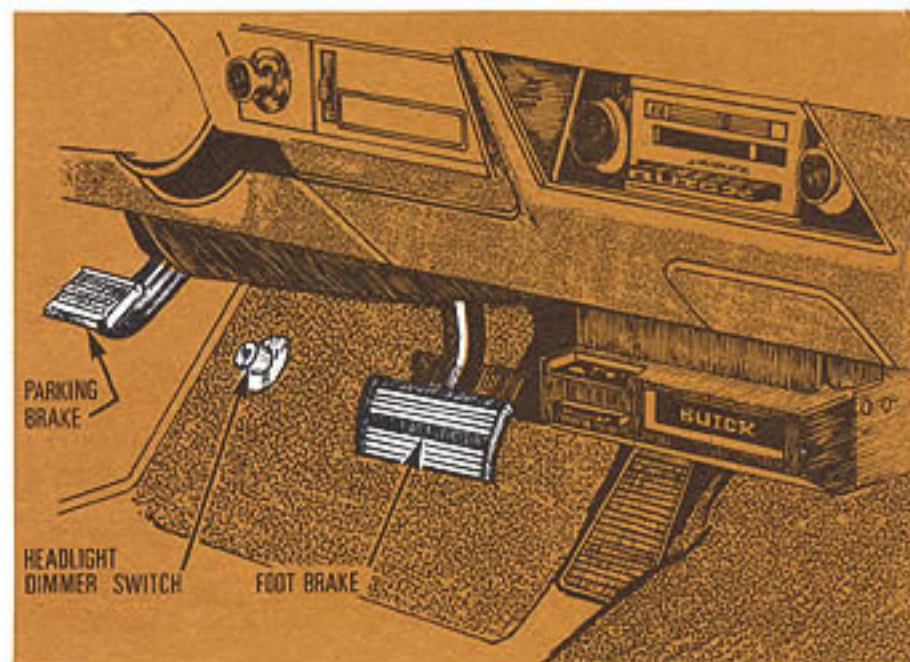
Tone—Turning this control provides for the selection of a predominance of bass or treble tones.



Tape cartridges should always be removed from the player when not in use and stored where they are not exposed to heat or direct sunlight. Also, longer tape life and better performance can be expected from the Buick Stereo Tape unit if the cartridge is removed from the player prior to turning off the automobile ignition switch.

Foreign deposits may build up in the tape player. Therefore, it is recommended that a Head Cleaning Tape be used after every 50 hours of player operation.

FLOOR CONTROLS



BRAKING SYSTEMS

CAUTION: Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.

POWER BRAKES

- Cars with power brakes can make two or more brake stops using reserve power assist after the engine is off.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

AUTOMATIC BRAKE ADJUSTERS

- Brakes on this car are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be sign of other brake trouble.

REMINDER: Brake pedal travel should not be obstructed by improper floor mats or other interfering material under the pedal.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

REMINDER: Brake linings should be inspected for wear by a qualified mechanic at least once a year or every 12,000 miles, whichever occurs first. More frequent inspections should be made if driving conditions in your area, such as traffic or terrain, or techniques of individual drivers result in frequent brake applications. Your Buick dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use those Genuine General Motors Parts specifically recommended for your car, and Delco fluid as required.

PARKING BRAKE

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the other foot at the same time.

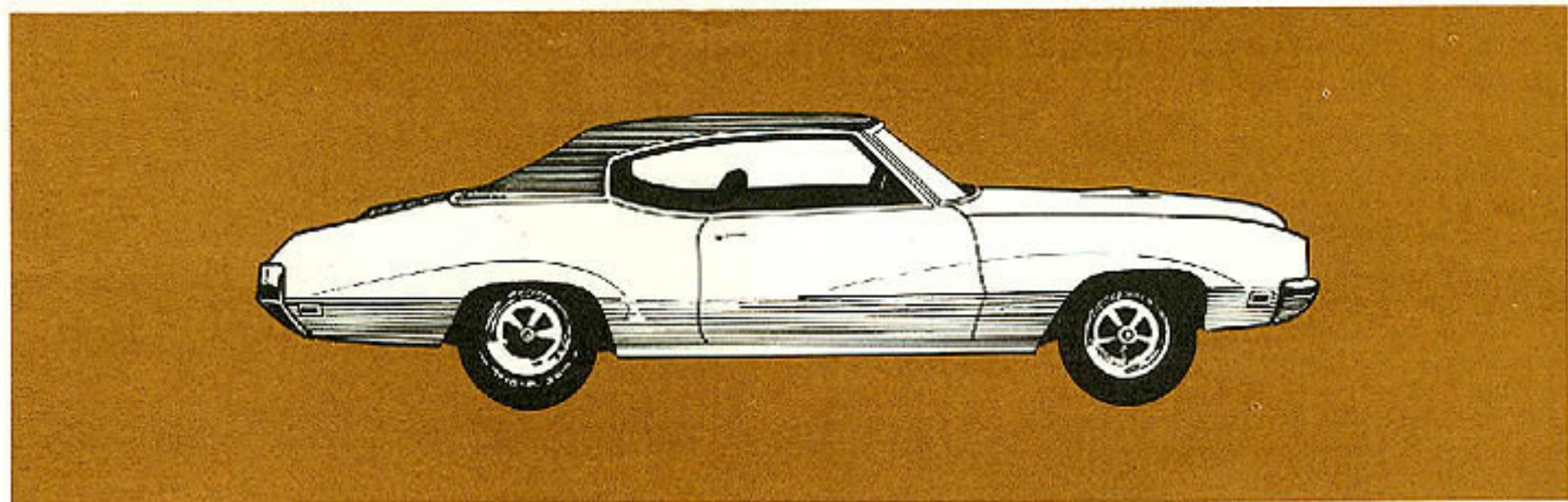


- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

HEADLIGHT BEAM SWITCH

The selection of upper or lower headlight beam is controlled by a foot switch located on the floor near the left foot position. When on upper beam, a small red light in the speedometer glows to warn that your headlights may bother oncoming drivers.

OTHER CONTROLS and FEATURES



SIDE MARKER LAMPS

These external lamps, located on the side of the front and rear fenders, light continuously when the headlights are on to provide better night-time visibility.

MIRROR MAP LIGHT

For added convenience an optional mirror map light is available. Its light switch is in the lower edge of the mirror and operates only with the ignition switch on.

POSITIVE TRACTION DIFFERENTIAL

The optional Positive Traction Differential provides additional traction on snow, ice, mud, sand and gravel, particularly when one drive wheel is on a surface providing poor traction.

CAUTION: On cars equipped with a Positive Traction Differential, never run the engine with one drive wheel off the ground, since the car may drive through the wheel remaining on the ground.

CAUTION: As with any vehicle, care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.

AUTOMATIC LEVEL CONTROL

This option automatically maintains a level position of the car regardless of load changes so that steering is normal and headlamp beam position remains as it should.

No manipulations or adjustments are required; merely load or unload your Buick and this Automatic Level Control feature will compensate for the change in weight.

SPORTWAGON

TAILGATE WINDOW

CAUTION: The tailgate window should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. (see Engine Exhaust Gas Caution)

If for some reason, it is necessary to drive with the tailgate window open, the following precautions should be observed:

- Close all other windows.
- Adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except "RECIRC" or "OFF".
- On cars equipped with outside air vents under or in the instrument panel, open vents fully.

MANUAL WINDOW

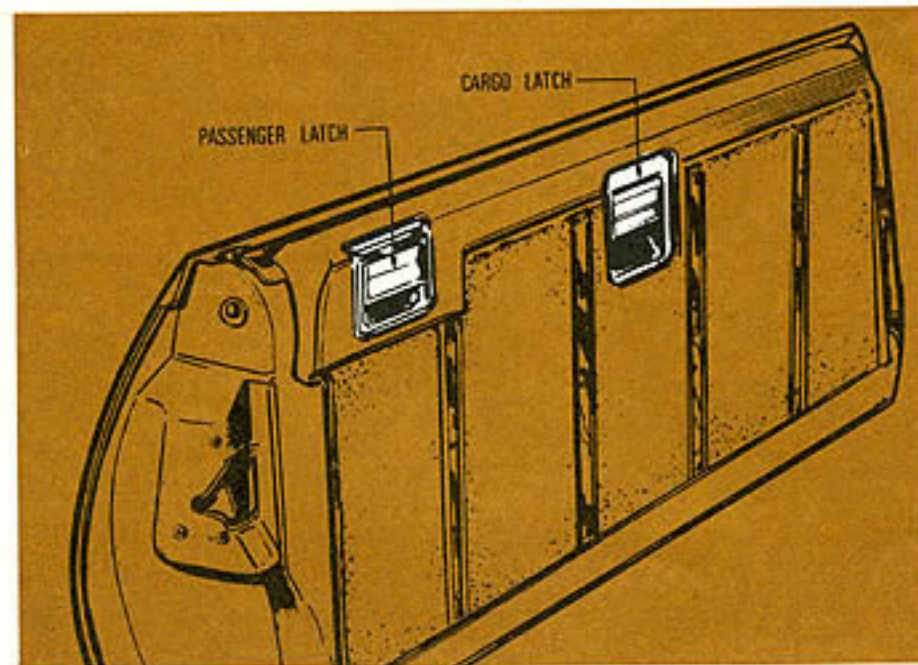
- Pull out control handle to expose crank.
- Crank counterclockwise to lower window. (If handle freewheels, turn lock cylinder with square key to unlock.)
- After window has been lowered or raised to the desired position, reverse the direction of the handle to the horizontal position and fold in handle.



ELECTRIC WINDOW

- Raise or lower from outside with square key in tailgate lock.
- Raise or lower from inside with "Accessory" switch.

TAILGATE



- Lower window all the way.
- Reach over top of tailgate and pull up on tailgate latch to open.
- Dual Action tailgate has two latches to either lower for cargo or to swing open for passengers.

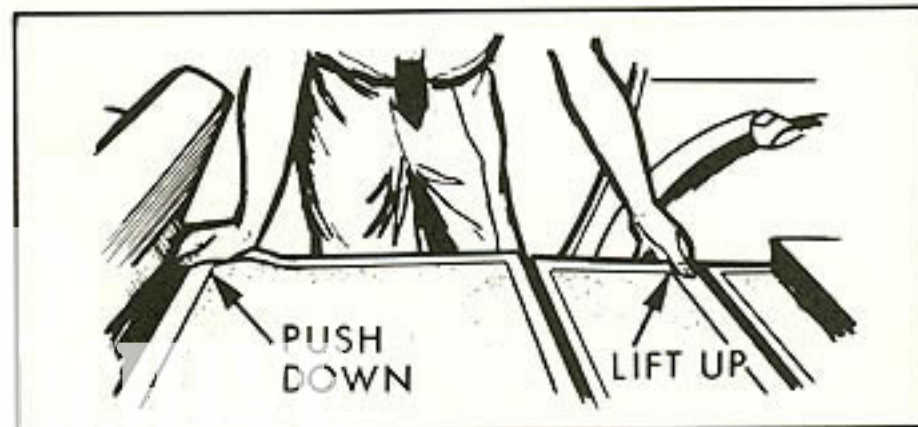
OPERATION OF FOLDING SEATS

REAR SEAT

Lowering Seat—The release is located on the right side of the seat back. Pull lock handle and pull seat back forward and downward - push down until it locks into position.

Raising Seat—Push down on front edge of seat back to remove tension of hinged door panels. Lift up on filler panel. Lift seat back upward and rearward until it locks in position.

CAUTION: When using your Sportwagon to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution will help prevent such items from becoming projectiles in the event of a sudden stop or collision. Cargo loads, whether inside or on the roof should be distributed as far forward as possible for better vehicle handling.



OPERATING THE CONVERTIBLE FOLDING TOP

IMPORTANT: Do not attempt to lower the top when the temperature is below 40° fahrenheit. Prior to lowering or raising the top, the car must be completely stopped and the sunshades turned down. Also, prior to lowering the top, make certain the top material is thoroughly dry and the top well is free of any stored items.

To lower the top, the locking handles, which are located at the front of the side rails, must be rotated inboard to release the lock hook levers from the strikers which are located at the outboard ends of the windshield header.



(The locking handles must remain in open position until the top is again locked to the windshield header). Actuate the power control switch until the top assembly is approximately two (2) feet from the fully lowered position.

The top material and pads must be gently pulled rearward from between the operating arms of the top. The power switch may then be actuated to lower the top to its full down position.

To raise the top, actuate the power control switch until the top rests on the windshield header and the guide pins on the top outer ends engage the windshield header strikers.

To lock the top, first rotate the left side locking handle outboard and then the right side locking handle and insure proper engagement of the lock hooks with the strikers.

IMPORTANT: The top assembly must be securely locked to the windshield header prior to movement of car.

INSTALLING THE BOOT

Remove the boot, which is stored in a plastic container in the rear compartment, and install by grasping the forward end of the boot and slide the welt of the boot into the retainer located on the top of the rear seat back panel. Position the boot over the lowered top and engage the boot snap fasteners onto the quarter trim fastener studs. The rear and side portions of the boot are then installed by starting at the center and pulling the boot rearward and inserting the plastic retainer under the belt molding.

CARE OF FOLDING TOP AND REAR WINDOW

The folding top material will retain its luster and bright appearance with frequent washing using neutral soap suds, lukewarm water and a soft bristle brush. In the event heavy soilage or persistent stains are encountered, cleaning with a mild foaming cleanser, lukewarm water and a soft bristle brush will normally be sufficient. Regardless which cleaning method is used, a generous amount of clean rinse water must be applied to insure complete removal of soap suds from the top material and all adjacent body panels.

IMPORTANT: *The folding top should never be subjected to volatile cleaners or household bleaches. Also, after cleaning is completed, the top material must be allowed to thoroughly dry before it is lowered.*

The rear window in the back curtain may be cleaned in the same manner as all body glass. Volatile cleaning agents must be avoided as these liquids could have a deteriorating effect should they come in contact with the back curtains or any painted finish.

SAFETY CHECKS

3

VEHICLE SAFETY MAINTENANCE SCHEDULE (REFER TO OWNER'S MANUAL FOR DETAILS)		Service to be Performed at Mileage Intervals Indicated by *									
CHECK OFF EACH ITEM UNDER MILEAGE AS SERVICE IS PERFORMED		6000	12000	18000	24000	30000	36000	42000	48000	54000	CONTINUE SERVICES AT LIKE INTERVALS
Brakes and Power Steering — Check all lines and hoses.		•	•	•	•	•	•	•	•	•	
— Check condition of brake linings and parking brake adjustment.			•		•		•		•		
Chassis — Lube and check all fluid levels.*		•	•	•	•	•	•	•	•	•	
— Check condition of front and rear suspension and steering system.		•	•	•	•	•	•	•	•	•	
Exhaust System — Check condition of system and underbody.		•	•	•	•	•	•	•	•	•	
Tires and Wheels — Check condition. (Check tire pressure at least monthly.)		•	•	•	•	•	•	•	•	•	
Engine — Change oil.* Check condition of all belts.		•	•	•	•	•	•	•	•	•	
— Replace oil filter (at 1st oil change and then every 2nd change).		•		•		•		•		•	
— Check air cleaner every 12,000 miles; replace every 24,000 miles.			•		•		•		•		
— Replace PCV valve.					•			•			
— Service exhaust emission control systems (see Owner's Manual).		•	•	•	•	•	•	•	•	•	
— Change coolant every two years.					•				•		
Throttle Linkage — Check operation and condition.			•		•		•		•		
Headlights — Aim.			•		•		•		•		
Transmission (Automatic) — Change fluid and service filter.					•				•		
*SERVICE EVERY 4 MOS. OR 6,000 MILES, WHICHEVER OCCURS FIRST		SEE OWNER'S MANUAL FOR ADDITIONAL VEHICLE MAINTENANCE REQUIREMENTS									

Your 1971 Buick not only conforms to all U.S. Federal Motor Vehicle Safety Standards applicable at time of manufacture, but also incorporates other important General Motors safety features. Even with these safety features, however, continued safe and dependable operation depends greatly upon regular vehicle maintenance.

This section discusses the various components and systems of your vehicle that should be checked regularly to help maintain continued safe and dependable vehicle operation. Some checks should be made by your dealer or service station, and can be done conveniently while your vehicle is in the shop for other regular maintenance services. Other checks can be made easily by owners.

CLASSICARCHIVE

CHECKS TO BE PERFORMED BY YOUR DEALER OR SERVICE STATION

As a service reminder to owners, all 1971 General Motors passenger cars are equipped with a "Vehicle Safety Maintenance Schedule" on the inside of the glove box door as illustrated on page 37.

The schedule lists the various safety checks to be performed at regularly scheduled intervals, as well as some of the other important vehicle maintenance requirements. You are urged to check off each item on the schedule after the operation has been performed. Following are further details on the safety check items:

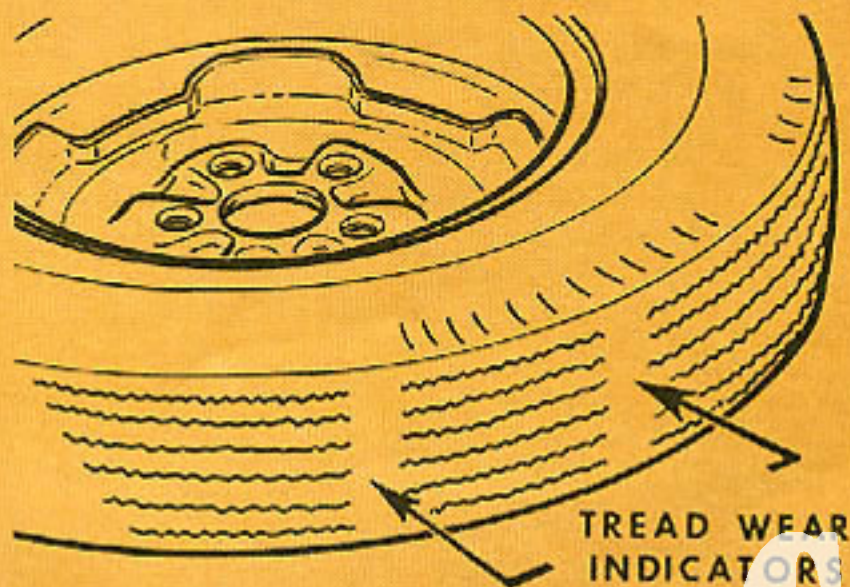
CHECKS TO BE MADE AT OIL CHANGE INTERVALS (4 MONTHS OR 6,000 MILES, WHICHEVER OCCURS FIRST)

- Brake and Power Steering Lines and Hoses -- Check for proper attachment, leaks, cracks, chafing, deterioration, etc. Any questionable parts noted should be replaced or repaired immediately.
- Fluid Levels -- Check level of fluid in brake master cylinder, power steering pump, (radiator, engine, axle and transmission). Any significant loss could mean that a malfunction is developing in the system and

corrective action should be taken immediately. On cars with disc brakes, a low fluid level in the front brake master cylinder reservoir could also be an indicator that disc brake pads need replacing.

- Front and Rear Suspension and Steering System -- Check for damaged or missing parts, or parts showing visible signs of excessive wear or lack of lubrication. Questionable parts should be replaced by a qualified mechanic without delay.
- Exhaust System -- Check complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing or mispositioned parts, open seams, holes, loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Any defects should be corrected immediately. To help insure continued integrity, exhaust system pipes and resonators rearward of the muffler must be replaced whenever a new muffler is installed.
- Tires and Wheels -- Check tires for excessive wear, nails, cuts or other damage. Make certain wheels are not bent and wheel nuts are tight. Uneven or abnormal tire wear may indicate the need for alignment service. Check tire inflation pressure at least monthly, or oftener if daily visual inspection indicates the need.

The original equipment tires on your Buick incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators will appear as 1/2 inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.



- Drive Belts -- Check fan and accessory drive belts for cracks, wear and tension. Adjust or replace as necessary.

CHECKS TO BE MADE AT 12 MONTHS OR 12,000 MILES (WHICHEVER OCCURS FIRST)

- Brake Linings and Parking Brake -- Check linings, disc brake pads, as well as the other internal brake components at each wheel (drums, rotors, wheel cylinders, etc). More frequent checks should be made if driving conditions and habits result in frequent brake application. Parking brake adjustment should also be checked whenever brake linings are checked.
- Throttle Linkage -- Check for damaged or missing parts, interference or binding. Any deficiencies should be corrected without delay by a competent mechanic.
- Headlights -- Check for proper aim. Correct as necessary. More frequent checks should be made if oncoming motorists signal when you are already using your low beams, or if illumination of the road ahead seems inadequate.

For further details on the engine and transmission items listed on the "Vehicle Safety Maintenance Schedule", and for other recommended maintenance, refer to the "Service and Maintenance" and "Air Pollution Control" Sections of this manual.

CLASSIC CAR ARCHIVE

CHECKS TO BE PERFORMED BY OWNER

Listed below are the safety checks that should be made by the owner. These checks should be made at least every 4 months or 6,000 miles, whichever occurs first, or oftener when so indicated. Any deficiencies should be brought to the attention of your dealer or service station, so the advice of a qualified mechanic is available regarding the need for repairs or replacements.

- **Anti-Theft Lock** -- Check for proper operation by attempting to turn key to LOCK position in the various transmission gears with car stationary. Key should turn to LOCK position only when transmission control is in "PARK" on automatic transmission models or in reverse on manual transmission models.
- **Seat Belts** -- Check lap and shoulder belts as well as buckles, retractors and anchors for loose connections, damage and positive latching action.
- **Windshield Wipers and Washers** -- Check condition and alignment of wiper blades. Check amount and direction of fluid sprayed by washers during use.
- **Defrosters** -- Check performance by turning controls to "DEICE" and noting amount of air directed against the windshield.
- **Wheel Alignment and Balance** -- In addition to abnormal tire wear the need for wheel alignment service may be indicated by a pull to the right or left when driving on a straight level road. The need for wheel balancing may be indicated by a vibration at the steering wheel while driving.

- **Parking Brake and "Park" Mechanism** -- Check parking brake holding ability by parking on a fairly steep hill and restraining the vehicle with the parking brake only. On cars with automatic transmission, check the holding ability of the "Park" mechanism by releasing all brakes after the transmission selector lever has been placed in the "Park" position.
- **Lights** -- Check license plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake lights, turn signals, backup lamps, and hazard warning flashers. Have someone observe operation of each light while you activate the controls.

- **Starter Safety Switch** -- (Automatic transmission cars)
CAUTION: Before making the following check, be sure to have a clear distance ahead and behind the car, set the parking brake and firmly apply the foot brake. Do not depress accelerator pedal. Be prepared to turn off ignition switch immediately if engine should start.

Check automatic transmission equipped cars by placing the transmission in each of the driving gears while attempting to start the engine. The starter should operate only in the "Park" or Neutral ("N") positions.

- **Starter Interlock** -- To check a manual transmission equipped car, depress the clutch halfway, place the transmission in neutral, and attempt to start. The starter should operate only when clutch is fully depressed.

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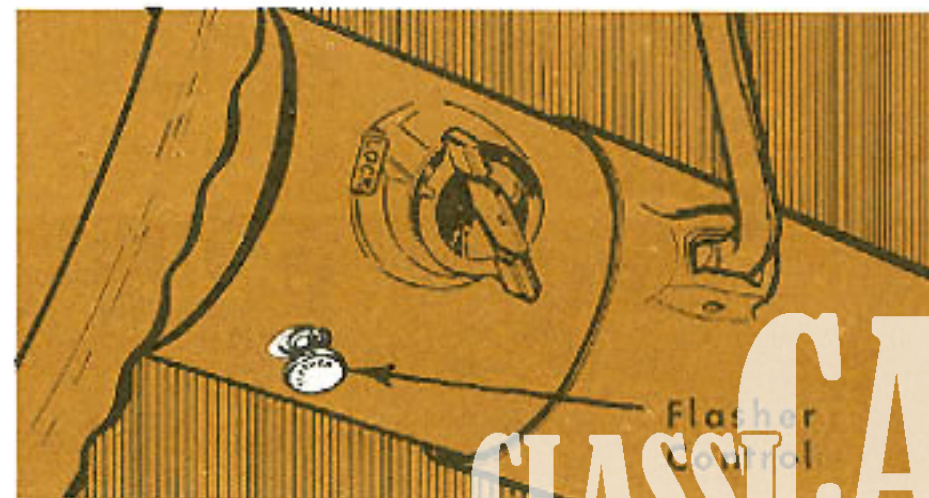
- **Transmission Shift Indicator** -- Check to be sure shift indicator accurately indicates the shift position selected.
- **Horn** -- Blow the horn occasionally to be sure that it works.
- **Seat Back Latches** -- Check to see that seat back latches are holding by pulling forward on the seatback top.
- **Rearview Mirrors and Sun Visors** -- Check that friction joints are properly adjusted so mirrors and sun visors stay in the selected position.
- **Door Latches** -- Check for positive closing, latching and locking.
- **Hood Latches** -- Check to make sure hood closes firmly by lifting on the hood after each closing. Check also for broken, damaged or missing parts which might prevent secure latching.
- **Fluid Leaks** -- Check for fuel, water, oil or other fluid leaks by observing the ground beneath the vehicle after it has been parked for awhile. (Water dripping from air conditioning system after use is normal.) If gasoline fumes are noticed at any time, the cause should be determined and corrected without delay because of the possibility of fire.
- **Exhaust Systems** -- See engine exhaust gas caution at beginning of "Starting and Operating" Section of Manual for suggested driver observations and checks.
- **Head Restraints** -- Check that head restraints adjust properly in the up detent position, and that no components are missing or loose.

CLASSIC CAR ARCHIVE

IN CASE OF EMERGENCY

FOUR-WAY HAZARD WARNING FLASHER

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher, with engine ignition off or on, by pushing in on the button located just below the steering wheel.
- If the brake pedal is depressed, the lights will not flash but will glow continuously instead.
- To cancel the flasher, pull the button outward.



EMERGENCY STARTING

- Never tow the car to start because the surge forward when the engine starts could cause a collision with the tow vehicle.
- Engines in vehicles with automatic transmissions cannot be started by pushing the car.
- To start the car when the Energizer (battery) is discharged, use a single auxiliary battery or Energizer of the same voltage as the discharged battery, with suitable jumper cables.
- Make connections as detailed below.

CAUTION: Never expose battery to open flame or electric spark - battery action generates explosive hydrogen gas. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces - fluid is a sulfuric acid solution. Wear eye protection when working with battery.

JUMP STARTING WITH AUXILLARY (BOOSTER) BATTERY

If booster battery is part of another vehicle's electrical system, booster should be treated carefully when using jumper cables. Follow exactly the procedure outlined below, being careful not to cause sparks:

1. Set parking brake and place automatic transmission in "PARK" ("NEUTRAL" for manual transmission.)

2. Attach one end of one jumper cable to the positive terminal of the booster battery (identified by "+" or "P" on the battery case, post or clamp) and the other end of same cable to positive terminal of discharged battery.
3. Attach one end of the remaining cable to negative terminal ("- " or "N") of booster battery, and finally to negative terminal of discharged battery - taking care that jumper clamps do not contact each other. Reverse this sequence exactly when removing the jumper cables.

CAUTION: Any procedure other than the above could result in personal injury caused by electrolyte squirting out the battery vents, damage or injury due to battery explosion, and/or damage to the charging system of the booster vehicle's or immobilized vehicle's charging system. Do not attempt to jump start a car having a frozen battery because the battery may explode. If a frozen battery is suspected, open and examine all fill vents on the battery. If ice can be seen, or the electrolyte fluid cannot be seen, do not attempt to start with jumper cables.

ENGINE COOLANT

CAUTION:

- To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.
- Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant reservoir.

- Proper coolant level at normal operating temperature is between the "FULL" and "ADD" marks on the reservoir.
- Coolant should be added only to the reservoir (see "Service & Maintenance" section for details).

ROCKING THE CAR

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

TOWING

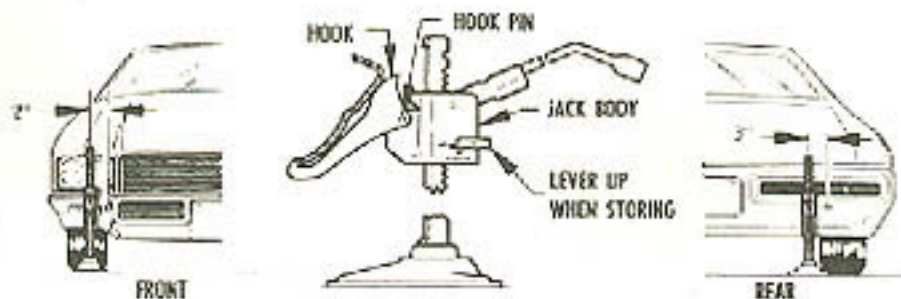
Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. Detailed towing information is available at your dealer and has been provided to tow truck operators responsible for movement of disabled or locked vehicles. State and local laws applicable to vehicles in tow must also be followed.

Your Buick may be towed on all four wheels, at speeds of less than 35 MPH, for distances up to 50 miles, provided driveline, axle and transmission are otherwise normally operable. For such towing, parking brake must be released, and transmission must be in neutral (ignition lock turned to OFF position). Attachments must be to main structural members of the car, not to bumpers or bracketing. Safety chains or cables should be used. Remember that power brake and steering assists will not be available when engine is inoperative.

TIRE CHANGING

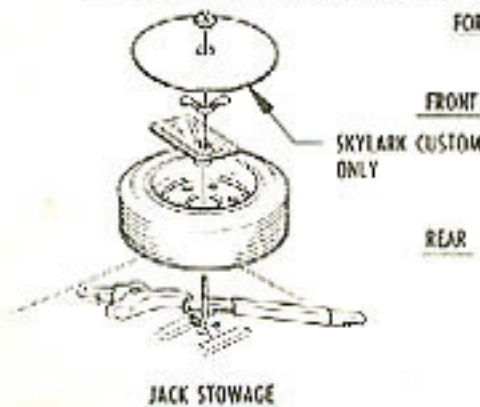
CAUTION: Before jacking up the car, firmly set the parking brake, place the automatic transmission in "PARK" ("REVERSE" for manual transmission) and block the wheel diagonally opposite from the jack position. Stand clear of, and never get beneath the car when it is supported only by a jack. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a Positive Traction Differential do not run the engine with one drive wheel off the ground since the car may drive through wheel remaining on the ground. Always replace jacking equipment and spare tire in proper stowage position.

1. From the luggage compartment remove spare wheel and tire, jack, jack base and jack handle.
 2. Pry off wheel cover using flat end of combination jack handle and wheel nut wrench. Exercise extra care in removing cover to prevent damage to its outer lip.
 3. Loosen, but do not remove, wheel nuts with wheel nut wrench.
 4. Assemble jack into jack base and place jack control lever in the "up" position. Place jack as shown or on the label affixed to the inside of the trunk lid and move handle up and down to raise jack into its proper position on the bumper.
 5. Raise car off ground until wheel is clear. Check stability of car on jack and then remove wheel nuts and wheel.
 6. Install spare wheel and install wheel nuts finger tight.
 7. Place jack control lever in "down" position and lower wheel until it just touches the ground. Fully tighten wheel nuts. Lower car and remove jack. Carefully install wheel cover.
- NOTE:** Sportwagons equipped with rear window defroster - be certain to reconnect defroster flexible hose to blower when reinstalling spare tire cover.



CAUTION: SET PARKING BRAKE AND BLOCK THE WHEEL DIAGONALLY OPPOSITE THE JACK POSITION

BEFORE JACKING FRONT OR REAR, MAKE CERTAIN LIFTING HOOK PIN IS SEATED IN JACK BODY. DO NOT GO UNDER CAR WHEN CAR IS SUPPORTED BY JACK ALONE.



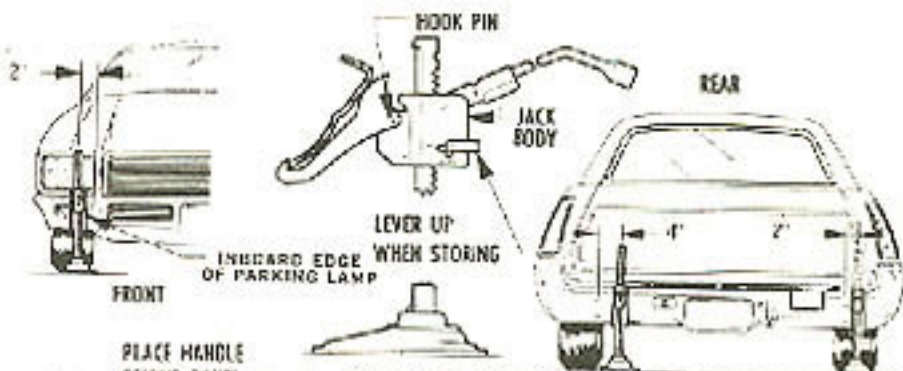
FOR CHANGING TIRES, REMOVE HUB CAP & LOOSEN WHEEL NUTS.

FRONT

POSITION JACK LIFTING HOOK LIP UNDER BOTTOM EDGE OF BUMPER OUTBOARD OF EXPOSED BOLT HEAD AS SHOWN ABOVE.

REAR

POSITION JACK LIFTING HOOK LIP UNDER BOTTOM EDGE OF BUMPER INBOARD OF EXPOSED BOLT HEAD AS SHOWN ABOVE.



CAUTION: SET PARKING BRAKE AND BLOCK THE WHEEL DIAGONALLY OPPOSITE THE JACK POSITION

BEFORE JACKING FRONT OR REAR, MAKE CERTAIN LIFTING HOOK PIN IS SEATED IN JACK BODY. DO NOT GO UNDER CAR WHEN CAR IS SUPPORTED BY JACK ALONE.

FOR CHANGING TIRES, REMOVE HUB CAP & LOOSEN WHEEL NUTS.

FRONT POSITION JACK LIFTING HOOK UNDER BOTTOM EDGE OF BUMPER IN LINE WITH INBOARD EDGE OF PARKING LAMP AS SHOWN IN VIEW ABOVE.

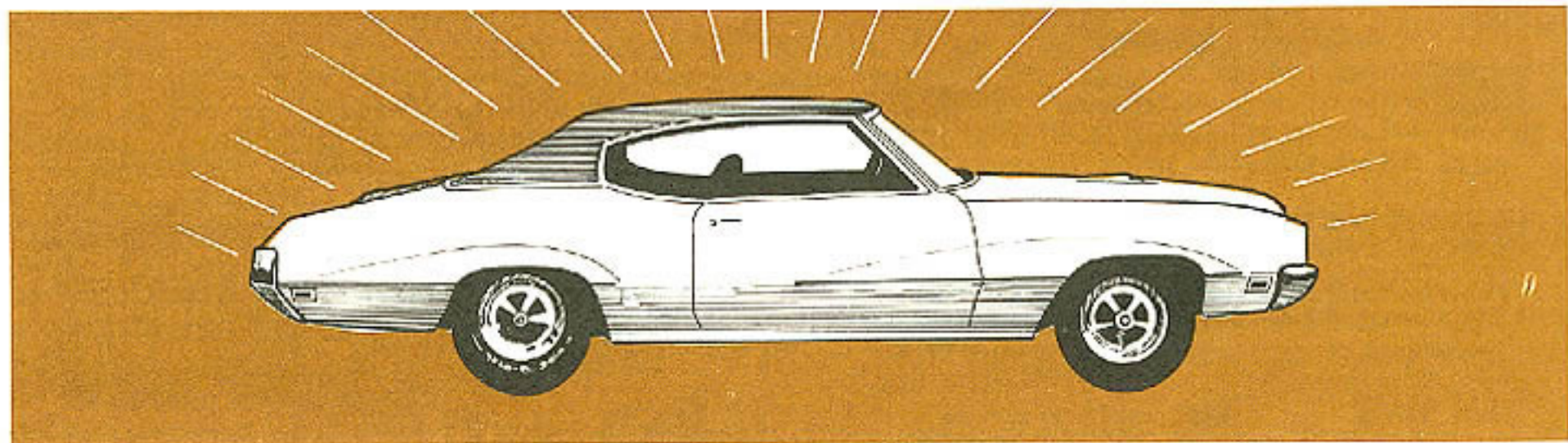
REAR POSITION JACK LIFTING HOOK LIP UNDER BOTTOM EDGE OF BUMPER OUTBOARD OF EXPOSED BOLT HEAD ON RIGHT SIDE AND INBOARD OF EXPOSED BOLT HEAD ON LEFT SIDE AS SHOWN IN VIEW ABOVE.



SEDANS & COUPES

SPORTWAGON

APPEARANCE CARE



CARE AND CLEANING OF INTERIOR SOFT TRIM

Dust and loose dirt that accumulate on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped clean with a damp cloth. Normal cleanable trim soilage, spots or stains can be cleaned with the proper use of trim cleaners available through General Motors dealers or other reputable supply outlets. Before attempting to remove spots or stains from upholstery, determine as accurately as possible the nature and age of the spot

or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease, mustard, etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

CAUTION: *When cleaning interior soft trim such as upholstery or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the instructions on stain removal). Never use gasoline or naphtha for any cleaning purpose. These materials may be toxic or flammable, or may cause damage to interior trim.*

NOTE: *Sometimes a difficult spot may require a second application of cleaning fluid followed immediately by a soft brush to completely remove the spot.*

CLEANING FABRICS WITH CLEANING FLUID

This type of cleaner should be used for cleaning stains containing grease, oil or fats. Excess stain should be gently scraped off trim with a clean dull knife or scraper. Use very little cleaner, light pressure, and clean cloths (preferably cheese cloth). Cleaning action with cloth should be from outside of stain towards center and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately wipe area briskly with a clean absorbant towel or cheese cloth to help dry area and prevent a cleaning ring. If ring forms, immediately clean entire area or panel section of the trim assembly.

CLEANING FABRICS WITH DETERGENT FOAM CLEANERS

This type of cleaner is excellent for cleaning general soilage from fabrics and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning. Vacuum area to remove excess loose dirt. Always clean at least a full trim panel or section of trim. Mask adjacent trim along stitch or weld lines. Mix detergent type foam cleaners in strict accordance with directions on label of container. Use *foam only* on a clean sponge or soft bristle brush - *Do not wet fabric excessively or rub harshly with brush.* Wipe clean with a slightly damp absorbent towel or cloth. Immediately after cleaning fabric, dry fabric with a dry towel or hair dryer. Rewipe fabric with dry absorbent towel or cloth to restore the luster of the trim and to eliminate any dried residue.

SEAT BELT CARE

Keep the belts clean and dry. Clean with a mild soap solution and lukewarm water. Do not bleach or dye belts since this may cause severe loss of strength.

REMOVAL OF SPECIFIC STAINS

CANDY

Chocolate, use cloth soaked in lukewarm water; other than chocolate, use very hot water. Dry. If necessary, clean lightly with fabric cleaning fluid.

CHEWING GUM

Harden gum with ice cube and scrape off with dull knife. Moisten with fabric cleaning fluid and scrape again.

FRUIT STAINS, COFFEE, LIQUOR, WINE, SOFT DRINKS, ICE CREAM AND MILK

Wipe with cloth soaked in cold water. If necessary clean lightly with fabric cleaning fluid. Soap and water is not recommended as it might set the stain.

CATSUP

Wipe with cloth soaked in cool water. If further cleaning is necessary, use a detergent foam cleaner.

GREASE, OIL, BUTTER, MARGARINE AND CRAYON

Scrape off excess with dull knife. Use fabric cleaning fluid.

PASTE OR WAX TYPE SHOE POLISH

Light application of fabric cleaning fluid.

TAR

Remove excess with dull knife, moisten with fabric cleaning fluid, scrape again, rub lightly with additional cleaner.

BLOOD

Wipe with clean cloth moistened with cold water. Use no soap.

URINE

Sponge stain with lukewarm soap suds from mild neutral soap on clean cloth, rinse with cloth soaked in cold water, saturate cloth with one part household ammonia water and 5 parts water, apply for 1 minute, rinse with clean, wet cloth.

VOMITUS

Sponge with clean cloth dipped in clean, cold water. Wash lightly with lukewarm water and mild neutral soap. If odor persists, treat area with a water-baking soda solution (1 teaspoon baking soda to one cup of tepid water). Rub again with cloth and cold water. Finally, if necessary, clean lightly with fabric cleaning fluid.

CARE OF THE EXTERIOR

WASHING

Wash your Buick often, not only to maintain its beauty, but to protect its surfaces from corrosive elements.

In Summer many gravel roads are sprayed with calcium chloride to reduce dust. This can attack the chrome and other bright surfaces of your Buick and cause permanent damage if not washed off.

In Winter where salt is used to melt ice and snow, your Buick's finish should be washed frequently to protect it from this corrosive element.

Road oil and tar, tree sap, chemicals from factory chimneys, and other foreign matter should be avoided if possible and removed promptly if deposited on your car.

Apply wax or polish to provide maximum protection. Your Buick dealer carries a complete line of cleaners and polishes applicable to your Buick's finish.

NOTE: *Some chemical cleaners used for removing road oil and tars from painted surfaces may be detrimental to acrylic finishes. When purchasing a cleaner, make sure that the contents can be safely used on an acrylic finish.*

VINYL ROOF COVER

Wash frequently with soap suds, lukewarm water and a brush with soft bristles.

If cover requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse entire top with water, then apply cleanser to entire top. Scrub with a small, soft bristle brush, adding water as necessary.

Remove soilage with cloth or sponge, clean again. After cleaning, rinse generously with clear water to remove all traces of cleanser.

IMPORTANT: *Keep soaps and cleaners from running onto body and drying.*

WHITEWALL TIRES

Use mild soap, warm water, and a stiff brush to remove road grime and curb dirt. For severe cases of dirt or grime, it may be necessary to use a fine steel wool. Never use gasoline, kerosene, or any oil product that will discolor or deteriorate rubber.

METAL TRIM

Wash with clear water using a mild detergent. If rust or salt corrosion should appear on the chrome parts it should be removed immediately. Do not use scouring powders, cleaning compounds, or stiff brushes which might scratch the metal surfaces.

SERVICE and MAINTENANCE

FUEL REQUIREMENTS

Your Buick is designed to operate efficiently on fuel of approximately 91 Research Octane Number or higher, commonly sold in the United States and Canada. Use of a fuel which is too low in anti-knock quality will result in "spark knock" and/or "after-run". Since the anti-knock quality of all gasolines is not the same and factors such as altitude, terrain, and air temperature affect operating efficiency, knocking and/or after-run may result even though you are using the fuel recommended. If these conditions persist consult your authorized Buick Dealer. In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which Buick Motor Division is not responsible under the terms of the New Vehicle Warranty.

NOTE: Read page 63 regarding the importance of using unleaded or low lead gasolines.

Gas Cap - The fuel tank filler cap has a new two-step removal and installation procedure plus a pressure-vacuum safety relief valve.

It is equipped with a double set of locking tangs. To remove:

- Rotate cap one-half turn counterclockwise to clear the first set of tangs from the slots inside the filler neck.
- This will allow any residual pressure to escape.
- Pull the cap outward and rotate one-quarter turn counterclockwise to clear second set of tangs. Remove cap.
- To install, reverse this procedure.

NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Buick or G.M. dealer.

ENGINE OIL RECOMMENDATIONS

Use only engine oil which meets oil quality standard GM 6041-M. High quality oils which are intended for service MS and pass car makers' tests are of this quality. The oil change interval (see paragraph entitled "Engine Oil Change Interval") and the new vehicle warranty are based on the use of oils that meet these requirements.

NOTE: *Non-detergent and other low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Buick engine.*

CHECKING OIL LEVEL

The best time to check the oil level is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level remove the oil gauge rod, wipe it clean and reinsert it for an accurate reading. The oil level should be maintained in the safety margin, neither above the "Operating Range" line nor below the "Add 1 Qt." line. Reseat the gauge rod firmly after taking the reading.

NOTE: *The oil gauge rod is also marked, "Use GM 6041-M Quality MS Oil", as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations".*

SUPPLEMENTAL ENGINE OIL ADDITIVES

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve these problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved concentrate -- "Engine Oil Supplement" -- is available at your Buick dealer. It is suggested that, in the event of an operational problem, you consult your dealer for advice.

ENGINE OIL CHANGE INTERVAL

Change oil each 4 months. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles. In certain types of service including:

- operation under dusty conditions,
- trailer pulling,
- extensive idling, or
- short trip operation at freezing temperatures (engine not thoroughly warmed up),

the oil change interval should not exceed 2 months, or 3,000 miles, whichever occurs first. Operation in dust storms may require an immediate change of oil. See your Buick dealer for advice on the frequency of oil filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Buick engine is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations". Oil change intervals longer than those listed above will result in serious reduction in engine life and may affect Buick Motor Division's obligation under the provisions of the New Vehicle Warranty.

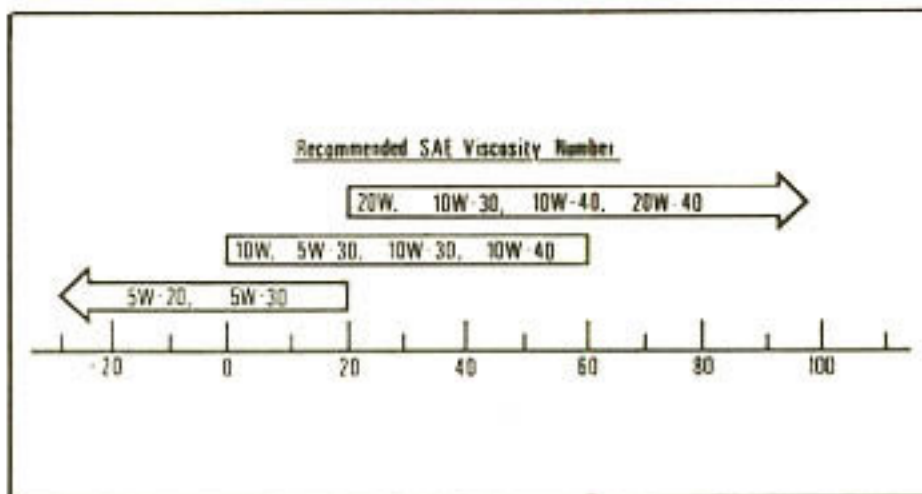
A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings become seated.

ENGINE OIL FILTER REPLACEMENT

The engine oil filter should be replaced at the first oil change and every second oil change thereafter. This recommendation is based on the use of engine oils that meet the requirements indicated in the section on "Engine Oil Recommendations", and the use of a quality oil filter. AC Oil Filters provide maximum engine protection.

RECOMMENDED VISCOSITY

The following chart will serve as a guide for selecting the proper oil viscosity:



Temperature Range Anticipated Before Next Oil Change, °F

NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving.
SAE 30 oils may be used at temperatures above 40°F.

The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

AUTOMATIC TRANSMISSION FLUID RECOMMENDATIONS

General Motors DEXRON® Automatic Transmission Fluid, part no. 1050568 and United Delco DEXRON® Automatic Transmission Fluid, which have been especially formulated and tested for use in your automatic transmission are recommended. Other automatic transmission fluids identified with the mark DEXRON® are also recommended. Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 180-190°F).
2. Park car on a level surface.
3. Place selector level in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One pint raises the level from ADD to FULL. *Do not overfill.*

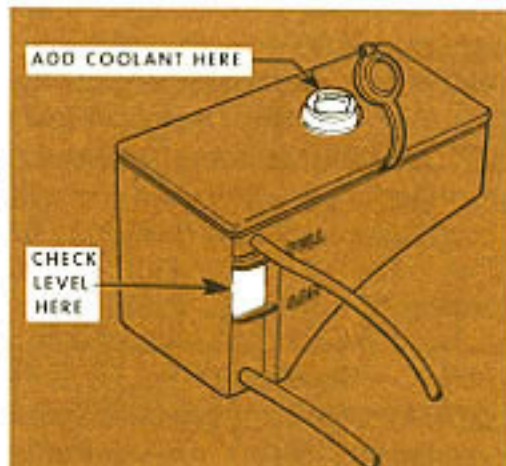
Under normal driving conditions, the transmission fluid should be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 12,000 miles. Likewise, operators of cars in commercial use (such as taxicab, limousine or patrol car service) where the engine idles for long periods, should change fluid every 12,000 miles.

REAR AXLE (STANDARD) LUBRICANT

Every 4 months or 6,000 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole or 3/8 inch below. Use SAE 80 or SAE 90 GL-5 Gear Lubricant.

ENGINE COOLING

The cooling system used on all 1971 Buicks is the semi-closed type. The radiator cap is not removed to check coolant level. It should be removed only to drain and refill the cooling system every two years.



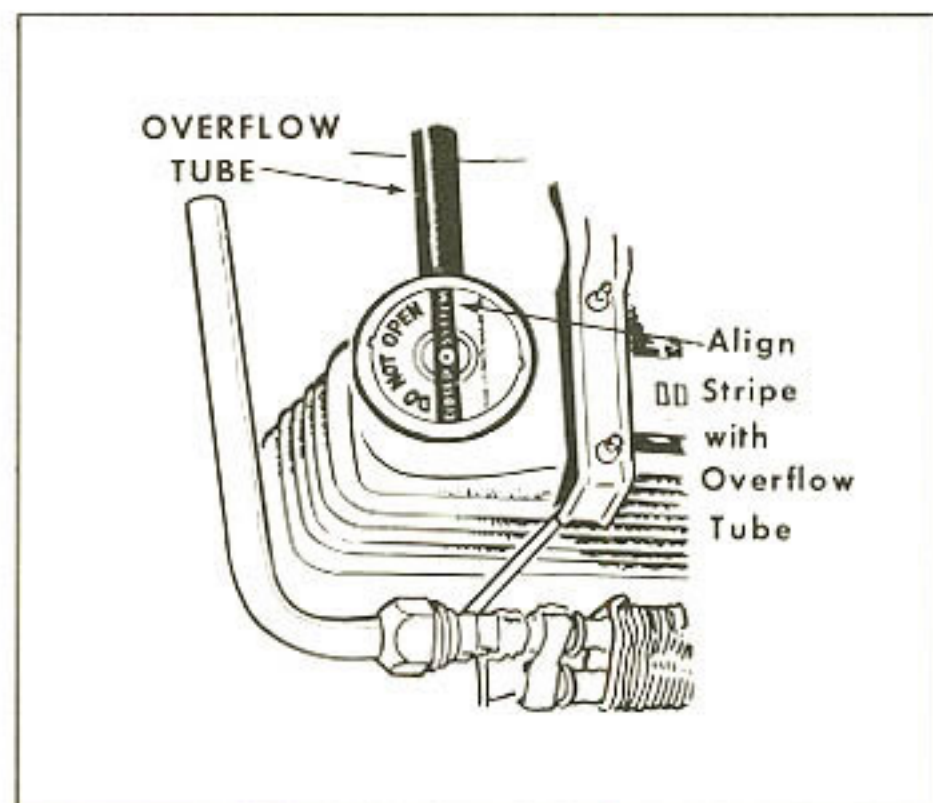
The coolant level should be checked visually at the see-through coolant reservoir at each engine oil change while the engine is at normal operating temperature. Proper coolant level at normal operating temperature is between the "FULL" and "ADD" marks on the coolant reservoir. When level drops to "ADD" mark at normal operating temperature, add one quart ethylene glycol and one quart water to reservoir (not at radiator cap) to bring above the "ADD" mark.

NOTE: Under some conditions the level may be observed below the "ADD" mark on the reservoir when the system cools and is below normal operating temperature.

COOLANT RECOMMENDATIONS

The inhibited year-around engine coolant, used to fill the cooling system at the factory, is a high quality solution that meets General Motors Specifications 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory-fill coolant provides freezing protection to -20°F (-32°F in Canada).

NOTE: Addition of supplemental additives and other available materials which have not been specifically approved by GM are not normally required in your car. Use of these materials will result in unwarranted operating expense.



Every two years, the cooling system should be serviced as follows:

1. Drain coolant, when hot, through the radiator drain valve.
2. Place a cloth or glove over radiator cap, press down, and turn cap counterclockwise to remove.

3. Close radiator drain valve and add sufficient water to fill system.
4. Run engine at fast idle speed with the radiator cap removed until thermostat opens. (Thermostat is open when upper radiator hose becomes warm from coolant.) On air conditioner equipped Buicks, open water temperature control valve by moving the heater temperature control to the maximum temperature position.
5. Drain and refill system (steps 1 thru 4) sufficient number of times until drained liquid is colorless.
6. Allow system to drain completely, then close radiator drain valve tightly.
7. Remove lower hose from coolant reservoir and drain coolant from reservoir. Flush reservoir with clean water and drain. Reinstall hose.
8. Add necessary amount of coolant (see Coolant Recommendations) to provide the required freezing, cooling, and corrosion protection (at least to -20°F) to the radiator until system is completely filled.
9. Run engine at fast idle speed with the radiator cap removed until thermostat opens. Again on air conditioner equipped Buicks, move heater temperature control to maximum temperature position. Refill radiator to top of filler neck with coolant. Carefully install radiator cap, aligning stripe on cap with overflow hose.

10. Check coolant level in reservoir and add as necessary to bring level to between the "FULL" and "ADD" marks.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to -20°F to provide adequate cooling performance and corrosion protection. When coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F , (-32°F in Canada), a sufficient amount of an ethylene glycol base coolant meeting GM Specification 1899-M should be used.

NOTE: *Alcohol or methanol base coolants or plain water are not recommended for your Buick at any time.*

THERMOSTAT

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally. When replacement is necessary, specify United Delco parts.

RECOMMENDATIONS FOR LUBRICANTS & FLUIDS

ITEM	RECOMMENDATION
Body Rubber Parts	GM silicone lubricant or equivalent.
Brake Master Cylinder	Delco Supreme #11 Hydraulic Brake Fluid or equivalent. Never use reclaimed fluid, mineral oil or fluid inferior to SAE J1703.
Brake Mechanism, Self Adjusting	Delco Moraine Special Brake Lubricant or equivalent.
Energizer (Battery)	Colorless, odorless, drinking water
Engine Coolant	Mixture of water and a high quality Ethylene Glycol base type anti-freeze conforming to GM Spec. 1899-M sufficient to maintain a minimum corrosion and freeze protection to -20°F .
Front Suspension & Steering Linkage	Water resistant extreme pressure (EP) Multi-Purpose grease equivalent to GM Specification 6031M.
Hinges, Latches, or Pivot Points	Engine Oil, GM Lubriplate or equivalent.
Rear Axle, Positive Traction	SPECIAL LUBRICANT REQUIRED. Maintain level with SAE 90 Gear Lube meeting Specifications for GM Part No. 1051022.

ITEM	RECOMMENDATION
Rear Axle, Standard	Maintain level with SAE 80 or SAE 90 GL-5 Gear Lubricant.
Steering Gear, Power	GM Part No. 1050017 Power Steering Gear Fluid or equivalent.
Transmission, Automatic	General Motors DEXRON® Automatic Transmission Fluid, which has been especially formulated and tested for use in your automatic transmission, is recommended. Other Automatic Transmission Fluids identified with the mark DEXRON® are also recommended.
Transmission, Manual	GM Part No. 1050017 Power Steering Gear Fluid or equivalent.
Wheel Bearings, Front	High melting point grease conforming to GM Specification 6031M.
Windshield Washer	Use GM Optikleen windshield washer solvent to prevent freezing and for better cleaning of the windshield under all conditions.
Manifold Heat Valve, (L-6 Engine)	Buick CRC 5-56 or equivalent.

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the accompanying tire inflation pressure table, they have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds. In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of five passengers or less are carried.

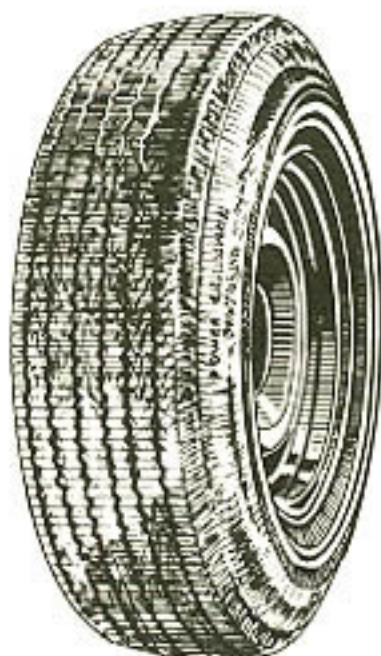
For the added convenience of owners, many Buick dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1971 Buick cars.

TIRE TRACTION

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
 2. Slow down if road has standing water or puddles.
 3. Replace tires when tread wear indicators are visible. (See Safety Checks section.)
 4. Keep tires properly inflated.
- For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.



INFLATION PRESSURE

The tire inflation pressures listed in the accompanying table have been selected to provide you with the best tire life and riding comfort over the full range of normal driving conditions.

The use of improper tire inflation pressures can affect tire life and load carrying capacity, and may affect vehicle handling. Inflation pressures should be checked at least once a month (preferably oftener) to insure that the right

amount of air is contained in the tires. With regard to tire life, too little air pressure allows abnormal deflection of the tire causing excessive operating temperatures, while too much air pressure prevents normal deflection, making the cord body more vulnerable to road impacts.

Use of optional inflations is allowable only with a reduced load (one to five passengers). When operating at loads greater than the optional reduced load, the inflation pressure must be increased to the standard inflation for full rated loads.

RECOMMENDED TIRE INFLATION PRESSURES (Pounds Per Square Inch Cold)

MODEL	TIRE LOAD RANGE	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED LOAD	OPTIONAL INFLATION FOR REDUCED LOAD
Sedans & Coupes (Except GS & Sportwagon)	B	1 to 6 Passengers + 200 lbs. Luggage (1100 lbs. Load) <div>Front Rear</div> <div>26 PSI 28 PSI</div>	1 to 5 Passengers (750 lbs. Max.) <div>Front Rear</div> <div>24 PSI 24 PSI</div>
GS	B	1 to 6 Passengers + 200 lbs. Luggage (1100 lbs. Load) <div>Front Rear</div> <div>28 PSI 28 PSI</div>	1 to 5 Passengers (750 lbs. Maximum) <div>Front Rear</div> <div>26 PSI 26 PSI</div>
Sportwagons	B	1 to 6 Passengers + 300 lbs. Luggage <div>Front Rear</div> <div>26 PSI 32 PSI</div>	1 to 5 Passengers (750 lbs. Max.) <div>Front Rear</div> <div>24 PSI 28 PSI</div>

1. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 mph) increase tire inflation pressure 4 pounds per square over the recommended pressures up to a maximum of 32 pounds per square inch cold for load range B tires. Sustained speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximum stated above.
3. Cold tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour.
4. Sportwagon loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
6. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

TIRE USAGE

MODELS	ENGINE	STANDARD	OPTIONAL
Skylark Skylark Custom	L-6	F78-14	G78-14
Skylark Skylark Custom	V-8	G78-14	H78-14
GS	V-8	G78-14	H78-14 G70-14 G60-15
Sportwagon	V-8	H78-14	—

OPTIONAL TIRES

The optional tires listed in the adjacent table are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load. They are available on models as indicated in the table.

Only those tires of the size shown on the adjacent table are recommended for use on Buicks. Use of any other size tire may seriously affect ride, ground clearance, tire clearance, and speedometer calibration. To achieve best all around vehicle handling performance, fiberglass belted tires and bias ply tires should not be mixed on the same car. Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle.

TIRE ROTATION

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.

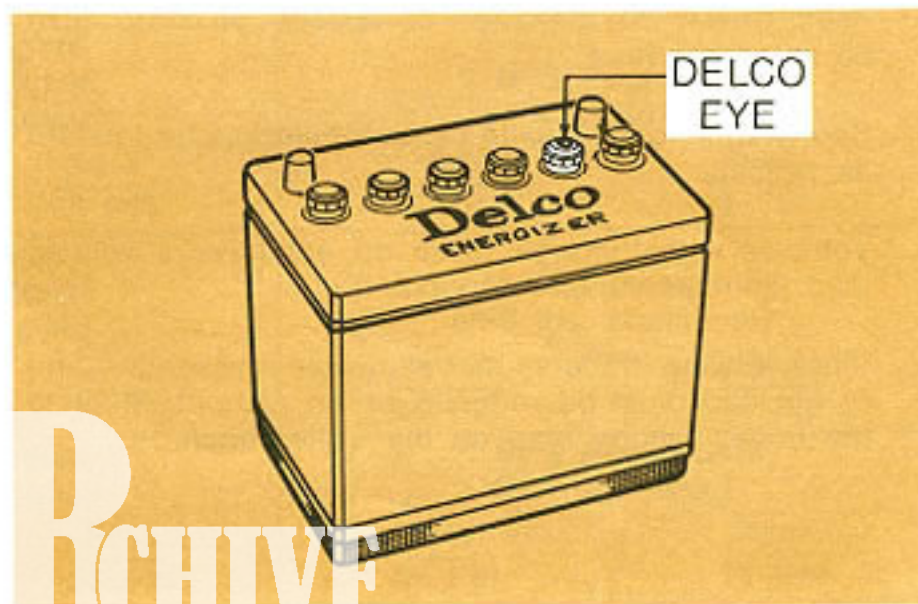
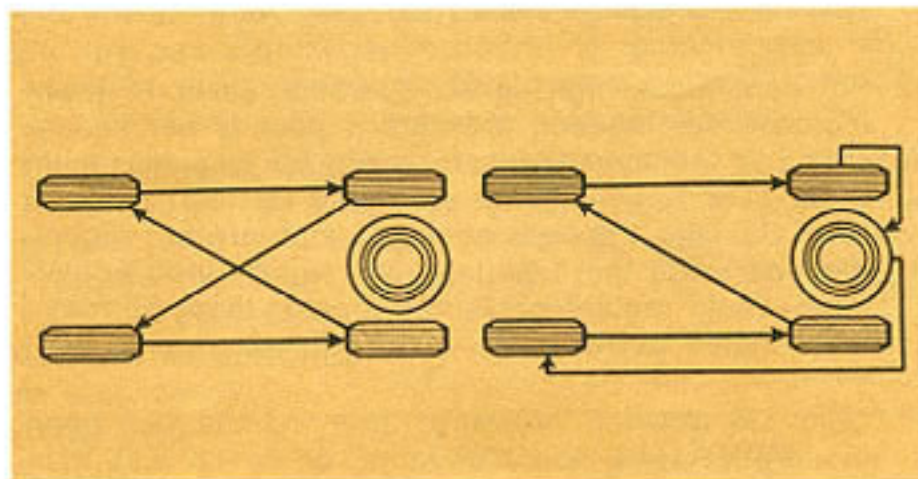
ENERGIZER (BATTERY)

Care of the Energizer is very simple but extremely important.

- Check fluid level often; add colorless, odorless drinking water or distilled water as required to bring level to split ring at bottom of filler well. Fluid level can be seen through Delco Eye:
 - Eye Dark — Level Correct
 - Eye Glows — Level Low
- Keep Energizer clean. Brush clean with ammonia or baking soda solution; flush off with water.
- If Energizer performance becomes questionable, have your Buick dealer test it or the generating system.
- For maximum wattage requirements specify a Delco Energizer at replacement time.

CAUTION: Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces.

Eye protection should be worn while working on the battery for any reason.



OPERATION IN FOREIGN COUNTRIES

If you plan to operate your Buick outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Buick Motor Division, Owner Relations Department, Flint, Michigan 48550, giving:

- The compression ratio and cubic inch displacement of the engine (obtain from your Dealer).
- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title.)
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Buick Dealership prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Buick Motor Division is not responsible under the terms of the Buick New Vehicle Warranty. After arriving in a foreign country, determine and use the best fuels available.

What you should know about Air Pollution Control Systems and the service they require

SOURCE OF EMISSIONS

During the combustion process in an automotive engine, some of the fuel (hydrocarbons) fail to burn completely and is discharged into the engine crankcase or exhaust system. Additional hydrocarbons are emitted into the atmosphere through evaporation of gasoline vapors from the fuel tank and carburetor. Of the total hydrocarbons coming from uncontrolled automobiles, about 20% are emitted from the crankcase, 20% from the fuel system and 60% from the engine exhaust.

In addition to hydrocarbons, carbon monoxide and oxides of nitrogen are also formed during the combustion process. These are also discharged into the exhaust system.

WHAT GENERAL MOTORS HAS DONE

Since research on the control of vehicle emissions first began some 20 years ago, General Motors has developed a number of control systems which are highly effective in reducing undesirable emissions. (These systems are discussed in some detail in the following pages of this section.) The progress made is evidenced by a reduction in hydrocarbon emissions of 80% since 1960. Control of hydrocarbon emissions is important since, when subjected to sunlight under the proper conditions, they react with

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other gases to form photochemical smog, which is so prevalent in Los Angeles.

In addition, carbon monoxide emissions have been reduced by about 65% compared with 1960 model cars without controls. Although carbon monoxide does not enter into the complex photochemical smog reaction, it is toxic at high concentrations and thus, has been controlled to prevent high atmospheric concentrations.

RECENT DEVELOPMENTS

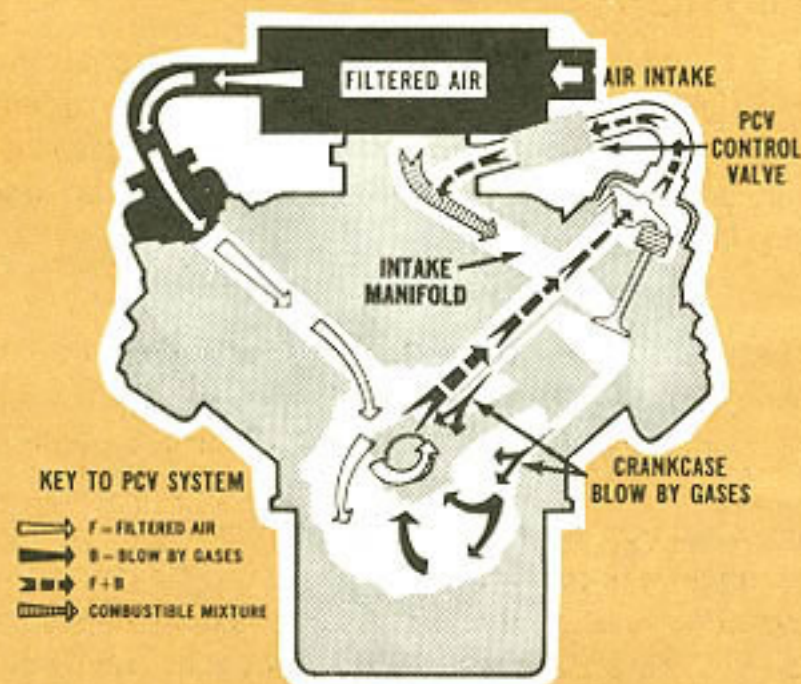
Another important advancement in air pollution control has been the removal of lead from gasoline. (Certain lead compounds have been used for many years as additives to increase octane ratings.) All 1971 General Motors cars including your Buick are designed to operate on unleaded or low-lead (zero to 0.5 grams per gallon) gasolines. However, any gasoline with 91 Research Octane Number or higher will satisfy your engine's octane requirements. Use of unleaded or low-lead gasoline will keep your engine running efficiently and play an important part in reducing exhaust emissions of hydrocarbons and particulates.

YOUR ROLE IN CONTROLLING AIR POLLUTION

1. *Use Unleaded or Low-Lead Fuels* -- To obtain maximum results in the reduction of automotive emissions, use an unleaded gasoline. If such gasoline is not available, you may use a leaded regular grade gasoline.
2. *Have The Air Pollution Control Systems on Your Car Serviced Regularly* -- The following pages of this section describe the emission control systems on Buick vehicles and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and provide a better running, longer lasting engine and greater all around satisfaction, economy and performance.

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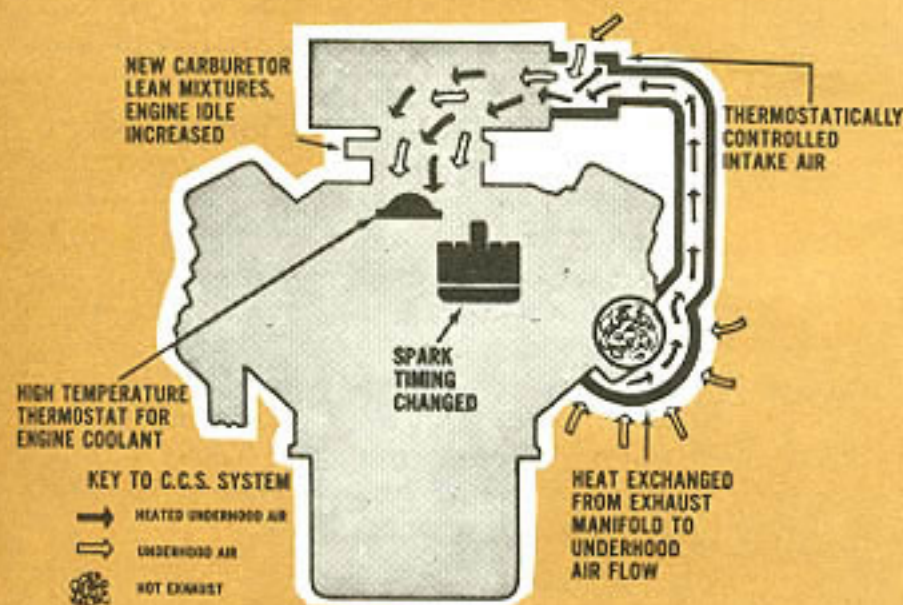
Positive crankcase ventilation (PCV)



OPERATION: All General Motors gasoline engine powered vehicles are equipped with Positive Crankcase Ventilation -- a system which permits no crankcase emission to be discharged into the atmosphere. To function properly, the system depends on the PCV Valve which returns blow-by gases to the combustion chamber where they are burned.

MAINTENANCE: This valve must be clean in order to maintain efficient engine operation. An inspection of the ventilation filter should be made at first oil change (4 months or 6,000 miles, whichever occurs first). At each subsequent oil change, the ventilation filter should be inspected and replaced if necessary. Replace filter at least every 24,000 miles. Under normal driving conditions, the PCV Valve should be replaced every 24 months or 24,000 miles, whichever occurs first, and all hoses and fittings should be inspected and cleaned or replaced, as necessary. Replace the PCV Valve and inspect related parts every 12 months or 12,000 miles when the vehicle is used in a service requiring more frequent engine oil change as covered on page 51.

Controlled combustion system (CCS)



OPERATION: The Control Combustion System is entirely separate from the Positive Crankcase Ventilation System and is designed to reduce pollutants in the exhaust by altering the combustion process. CCS is a combination of design features including a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and a modified combustion chamber design.

MAINTENANCE: Complete effectiveness of the system, as well as full power and performance, depend upon engine idle speed, ignition timing, and dwell being set according to the specifications shown on a label under the hood. These adjustments should be checked at the first oil change (4 months or 6,000 miles, whichever comes first). Subsequent checks should be made at 12 month or 12,000 mile intervals, whichever comes first. These adjustments are also included as part of the quality tune-up recommended at the same intervals.

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